

JOUBERT & WHITE.

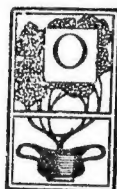
HIGH GRADE BUCKBOARDS

GLENS FALLS, N. Y.



1891

I N T R O D U C T O R Y



URS is a specialty—the series or type of vehicle called—BUCKBOARDS. We are the originators, inventors and patentees of this type; have made nothing else for the past forty years.

Our factory is in Glens Falls, N. Y., and our wagons are referred to as “The Glens Falls Buckboard” quite as often as they are the Joubert & White Buckboard.

We now have numerous imitators, our designs are speedily copied, and the plagiarist boldly seeks to divert business meant for us by using our trade marks and titles. We wish to emphasize the fact that we are, and always have been JOUBERT & WHITE, and are not otherwise

connected.

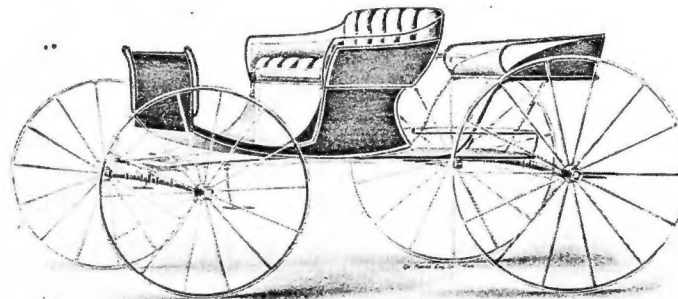
Our trade extends all over the world, and is conducted principally by mail, indeed ninety per cent. of our patrons feel that a personal visit to our Ware Rooms is of little importance. We have no Agents or Commission Houses. You pay no middlemen's profit and selling, therefore, under these economic conditions we are able to secure you the BEST at no advance in price over the second best.

The forty-nine or fifty styles shown in this book are the “Standards.” We cater, however, to the individual ideas or likes our customers may wish expressed in their carriages, and we build to order from drawings of our own or those furnished by the customer. We are sure to produce the thing wanted, and we make no extra charge for such special orders.

Correspondence addressed as follows, will be cheerfully and especially treated.

JOUBERT & WHITE, :: :: GLENSFALLS, N. Y.

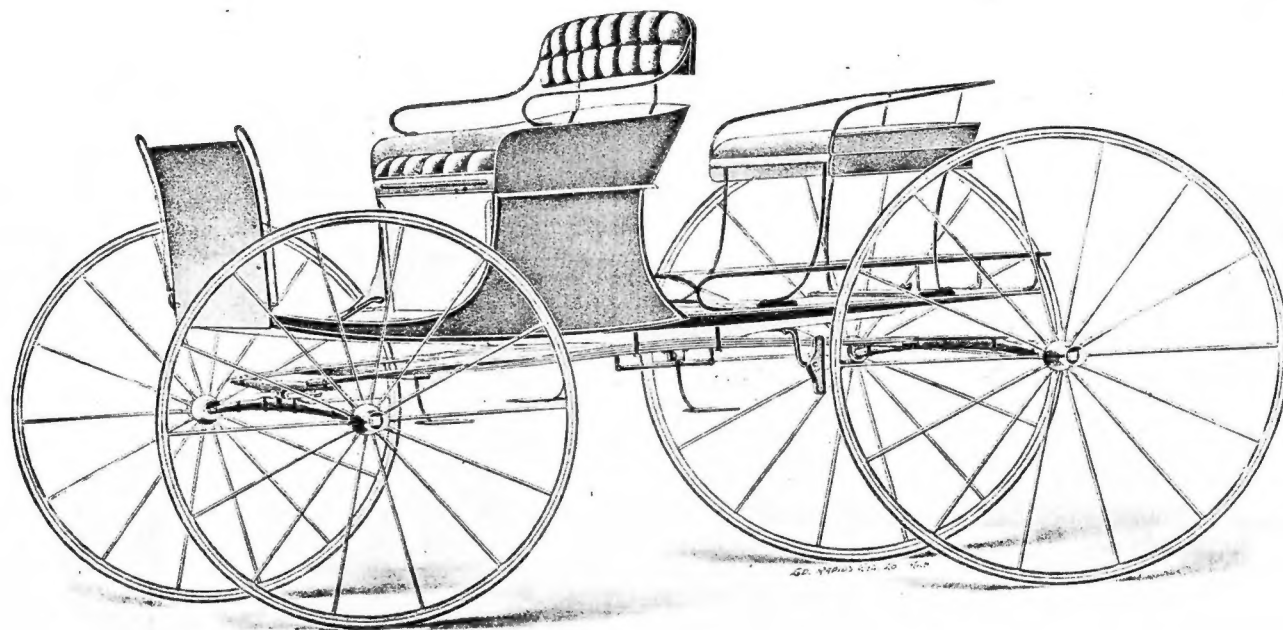
69-12453



Pony Gem

MADE same as the other Gems, but in miniature, for small horse up to 11, 12 or 13 hands. Turns short. Will seat three little folks. Detachable rumble. Built for hard usage.

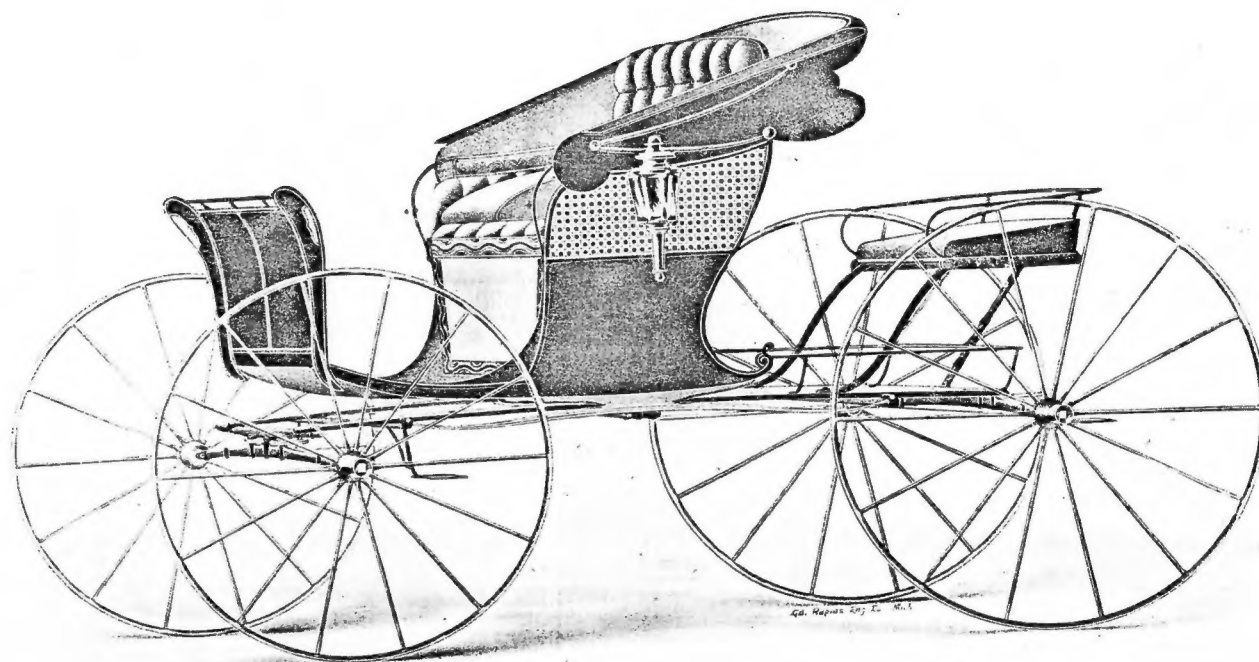
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Glens Falls, N. Y.



Lenox Station Wagon

PLENTY of room for luggage. Just the thing to meet you at the station when bringing home a guest for over night; groom takes the rumble seat and you drive out. Used every day for quick errands. Lots of style to it. Cut beggars it. Rumble detachable.

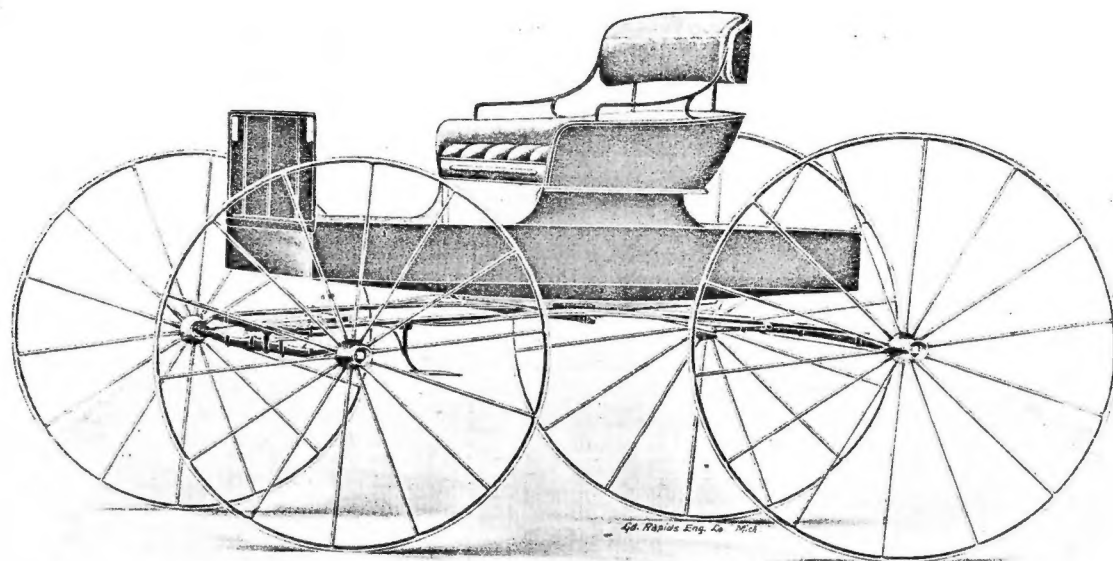
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Painted Cannon

FOR "old folks" who have not outgrown horsemanship and still love the well mannered turnout. Detachable rumble, imitation cane work seat; furnished with plain panel seat if desired.

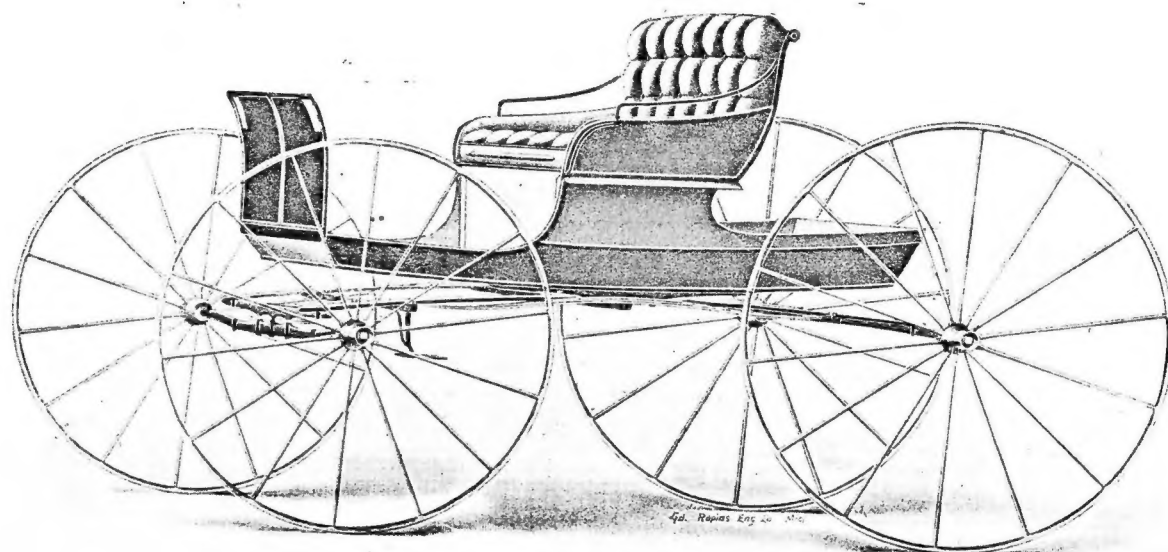
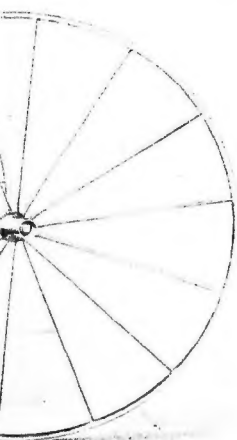
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No. 3 Runabout

MANY like this rather austere clean cut design. The plain, open back, straight dash and straight box give it a mannish air and importance that is fascinating to most of us. Sets up well, is light, compact and speedy.

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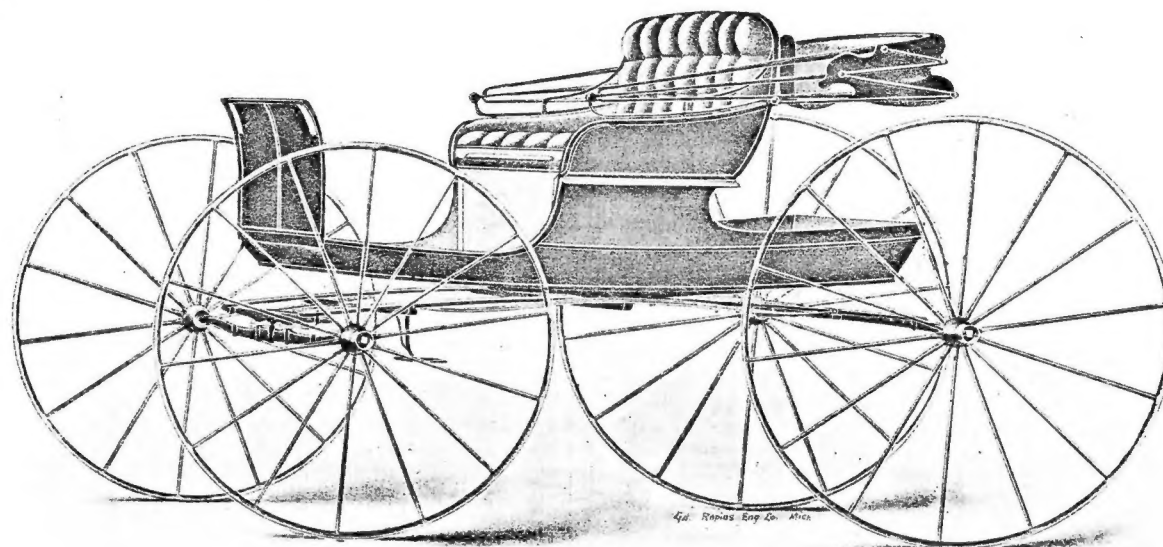


No. 5 Shelburne Runabout

SAME as No. 6, less top. The tops, by the way, can be either leather or rubber. Both are hand made, lined with cloth to match upholstery. The leather is the best we can buy, hand buffed, water shrunk, full grained. Rubber tops are made of best quality 28 oz. goods, lined same as the leather tops. Equal to any in the world.

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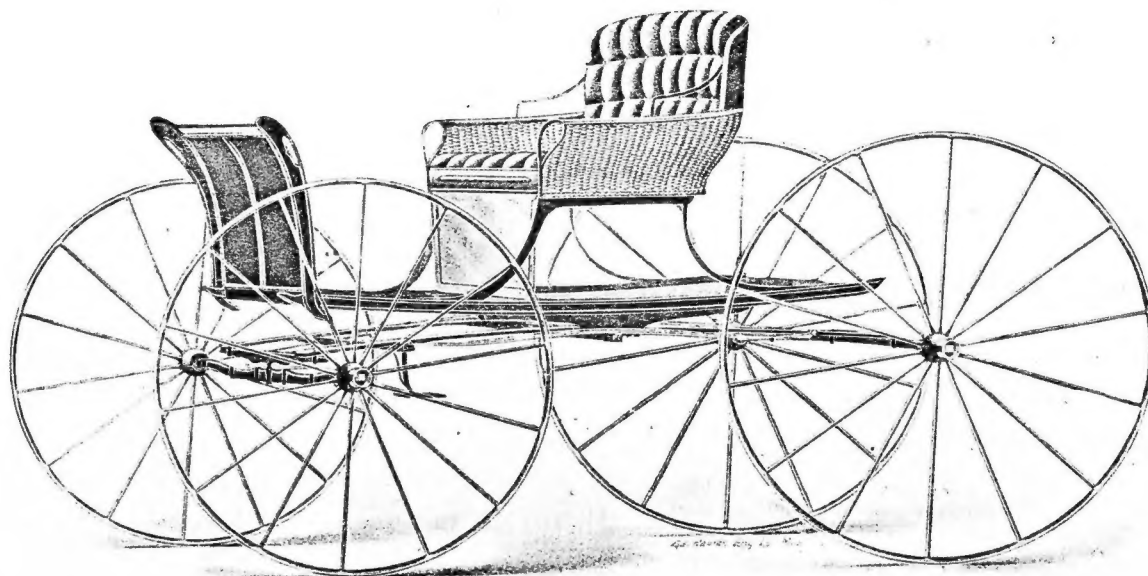


No. 6 Shelburne Runabout

FULL of merit. Nothing sacrificed in making this a high-toned, yet unassuming, all 'round Runabout, for winter or summer, town or country use. Charming for long drives. Note the space in rear for parcels and small luggage.

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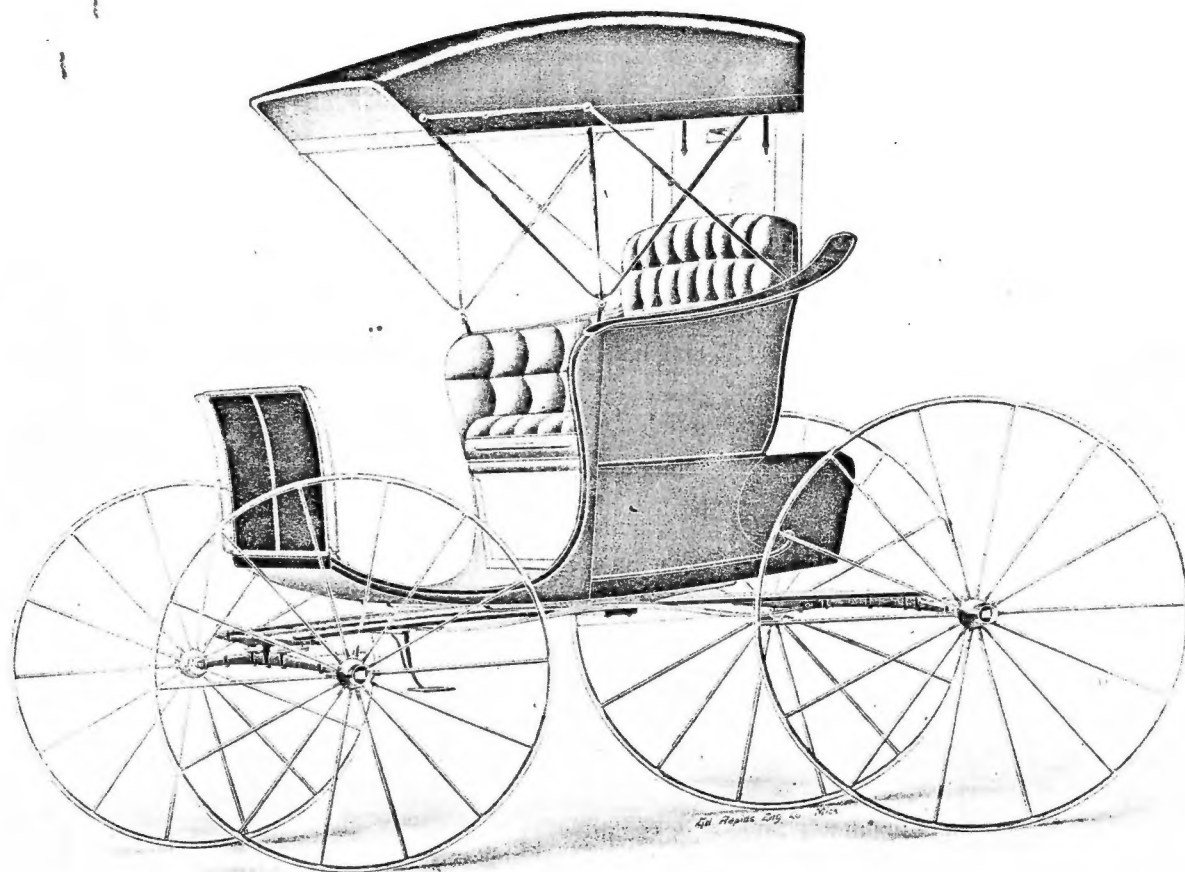
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No. 8 The Speedway

VERY light. Made to seat two persons. Comes with low wheels, pneumatic tire and ball bearing axles if wanted. Rather sporty and rakish. No burden for a horse showing a "twenty" clip on the road.

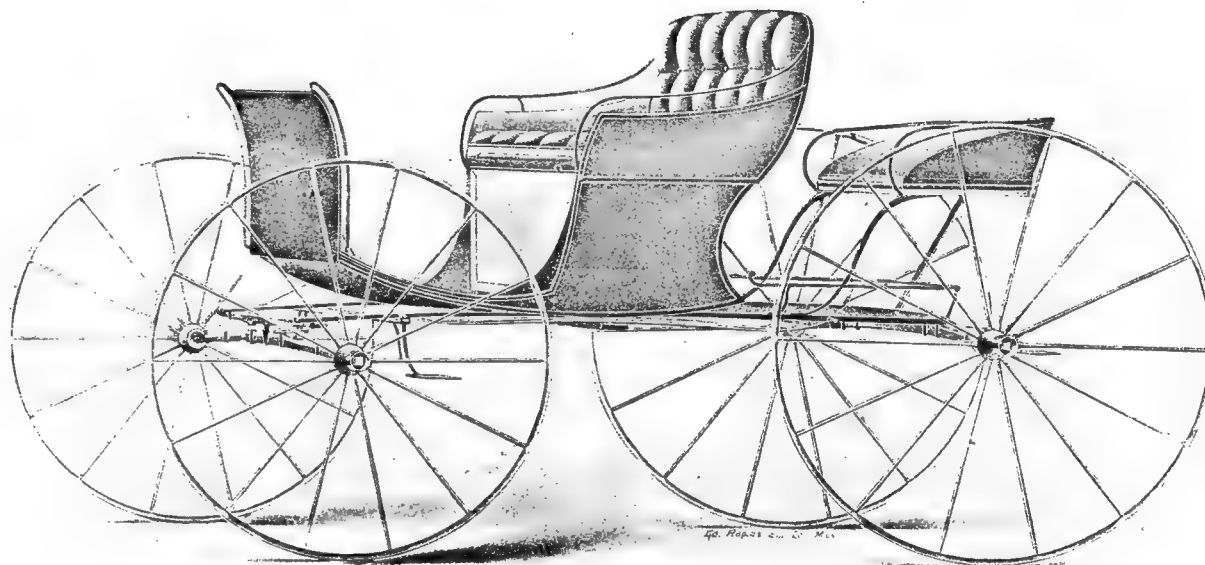
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No. 9 Phaeton Buckboard

HARD to conceive of anything more comfortable and luxurious than a "Phaeton-Buckboard." Hung low, easy as a rocker. Stately exalted appearance. Correct in every detail. Ripe for any occasion or service in town or country.

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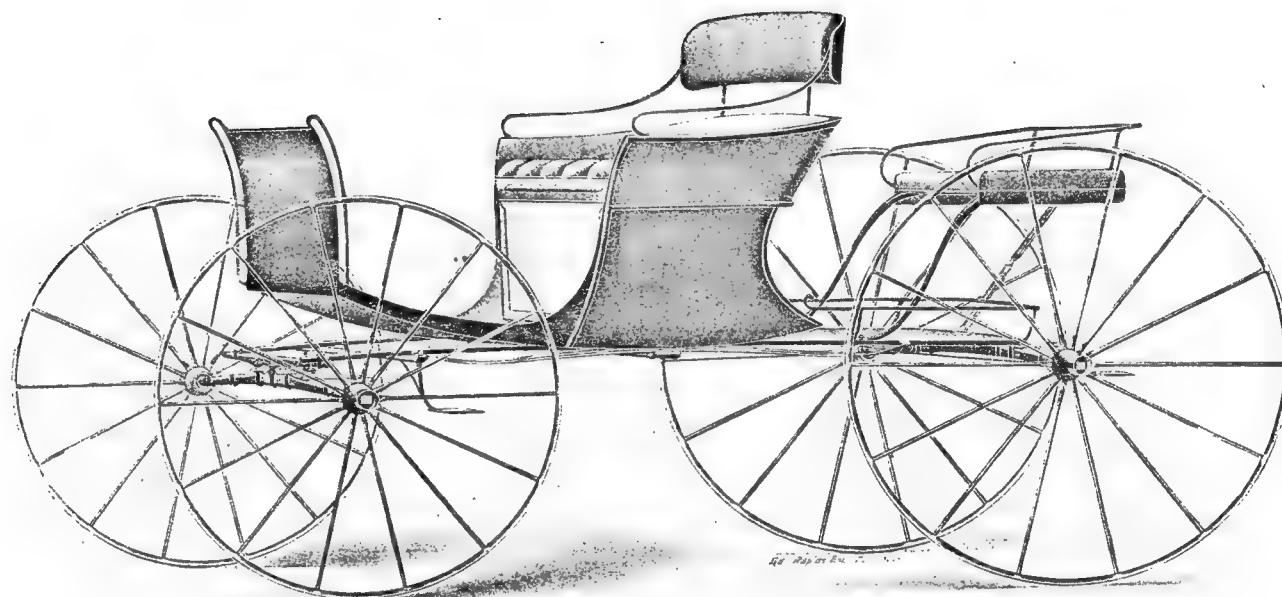


No. 11 Improved Gem

THE father of them all. The Gem family started with this one. We cannot add anything to what is said of No. 13; this is the same, less top. The fundamental principle, comfort, is here embodied in the highest degree, and it is the riding qualities, together with style and durability, that makes the Buckboard the ideal country pleasure vehicle.

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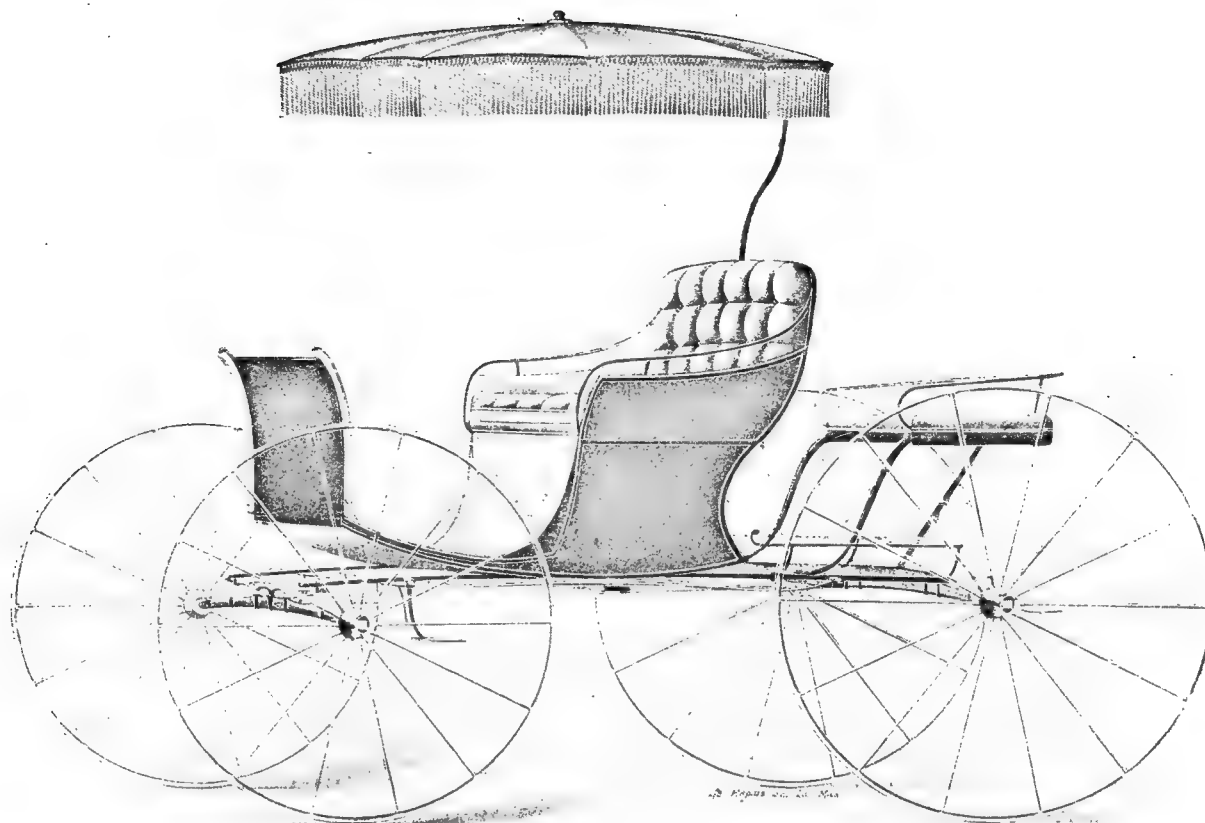
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No. 11½ Gem

YOU will note in this series five or six types called The Gem. This one shows open lazy back. Some prefer this feature to the full pad back for summer use.

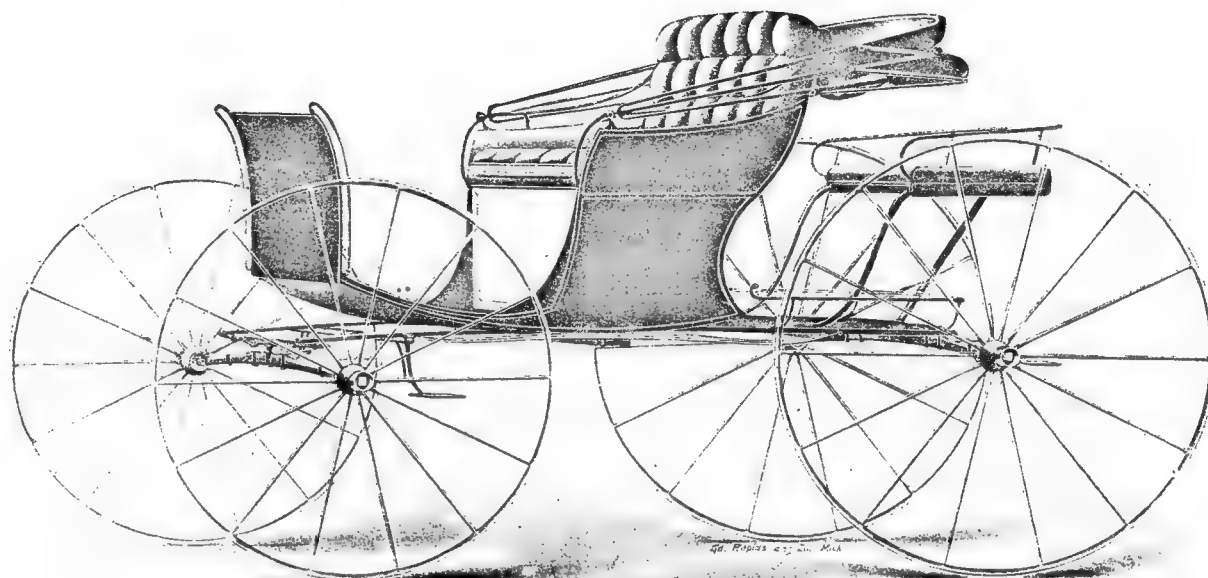
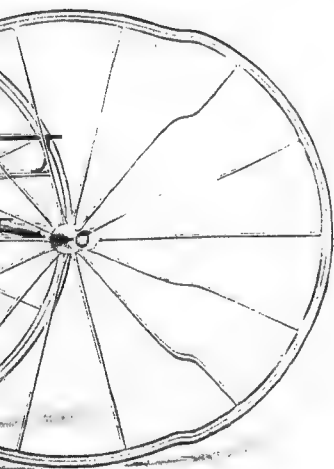
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No. 12 Gem English Canopy

NOTHING frivolous or overwrought here. Plain, permanent, pleasing. Designed for ladies country driving. Rumble detachable, also top.

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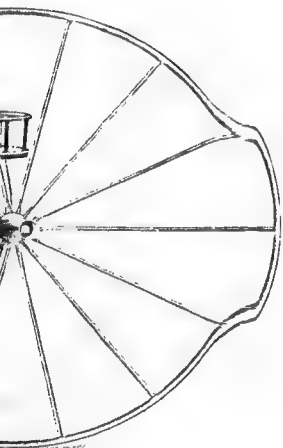


No. 13 Gem Three Bow Top

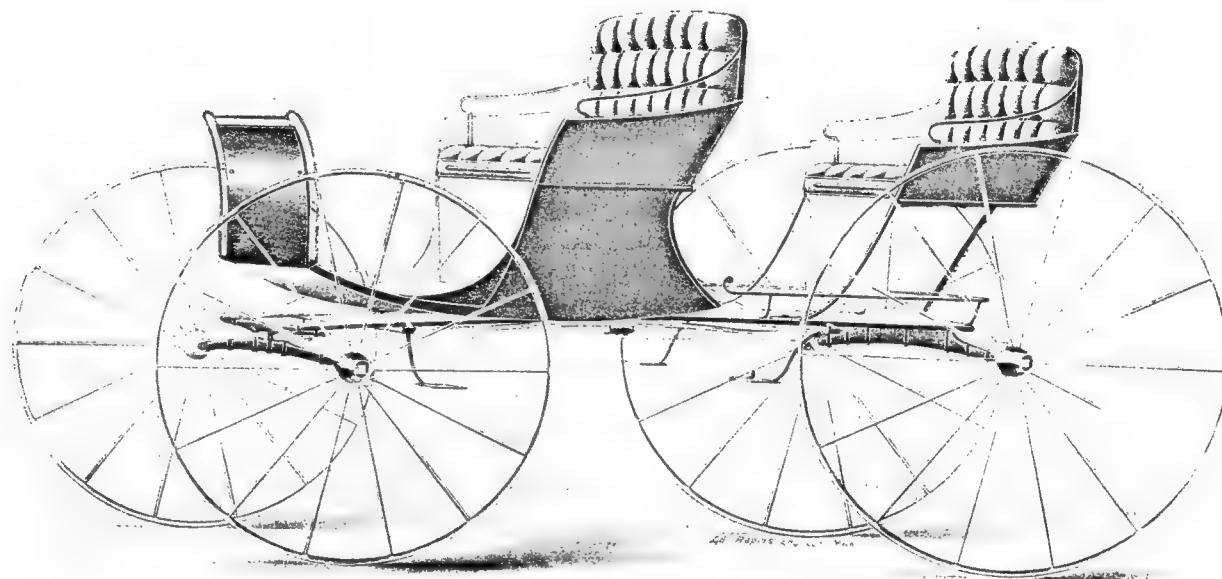
THE basic principle of carriage invention is comfort, what all thoughtful producers aim to attain. It is here accomplished without ponderence or ambiguity. Satisfying seat room, minimum weight, richly furnished and finished. Has all the accomplishments of the Cannon and Spider series, and is lighter and smaller; suitable for one horse. We sell more of this style than any other. Full leather or rubber top as desired.

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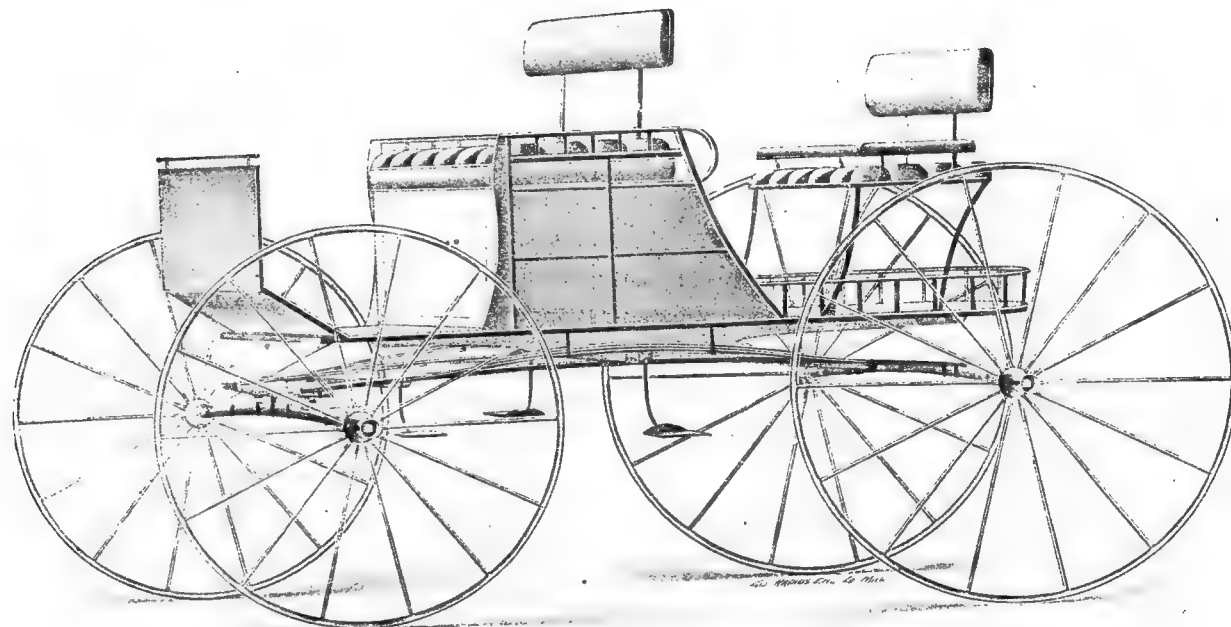
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No. 14 Double Gem

THIS rumble is made to carry two, which is obvious. Has same capacity as front seat, is detachable, not folding, removed when not in use in one minute's time without aid of wrench or tool. You carry no excess weight when used with one seat only.

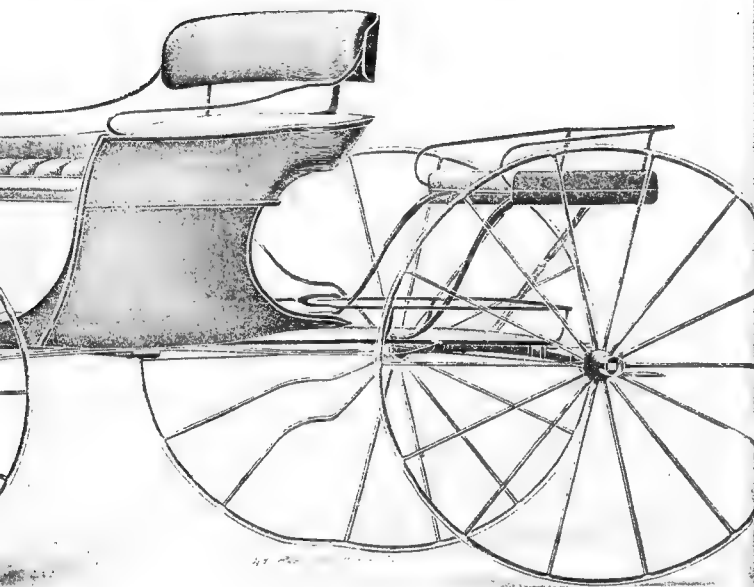
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No. 14½ Folding Seat

COMMANDS attention on account of its adaptability to the needs for which it is responsible. Golf cart, hunting trap, a day's jaunt in the hills with luncheon a la fresco. The folding seat is paneled same as front seat, instead of the iron suspensions shown.

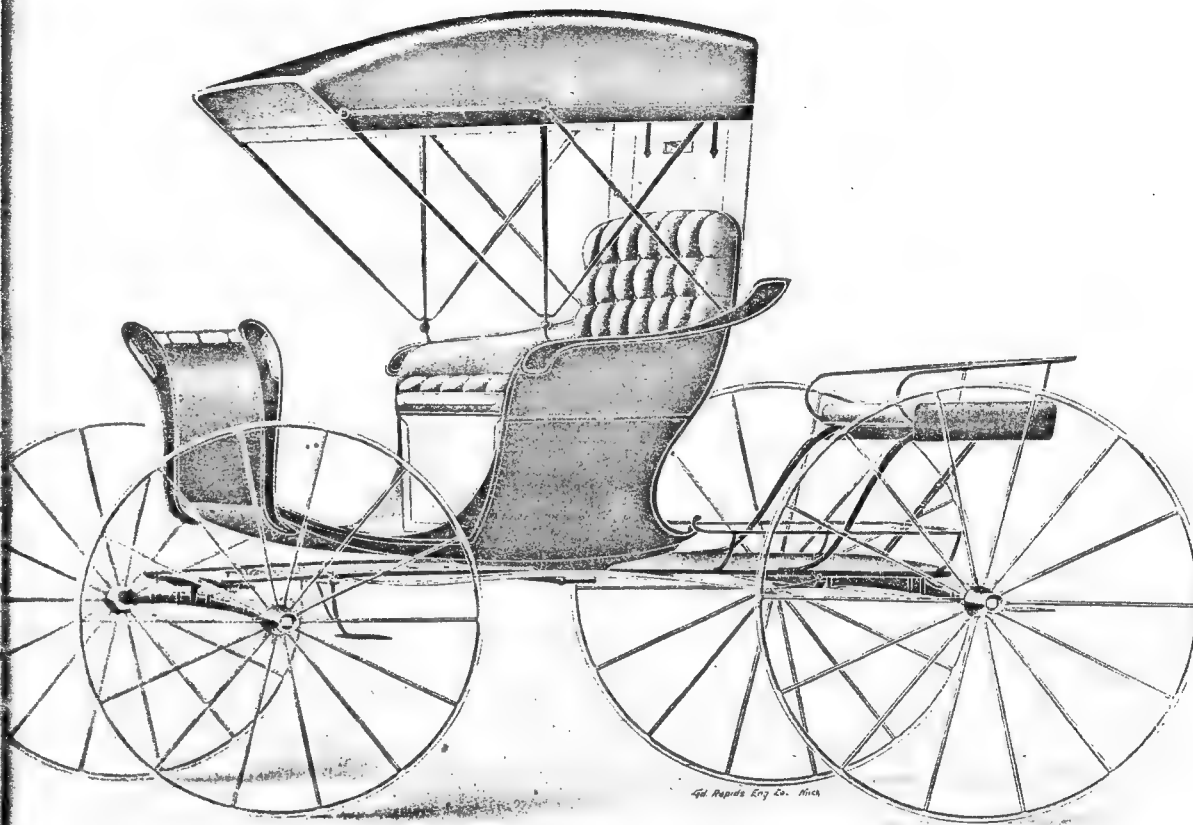
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No. 11 $\frac{1}{2}$ Gem

ed The Gem. This one shows open
l pad back for summer use.

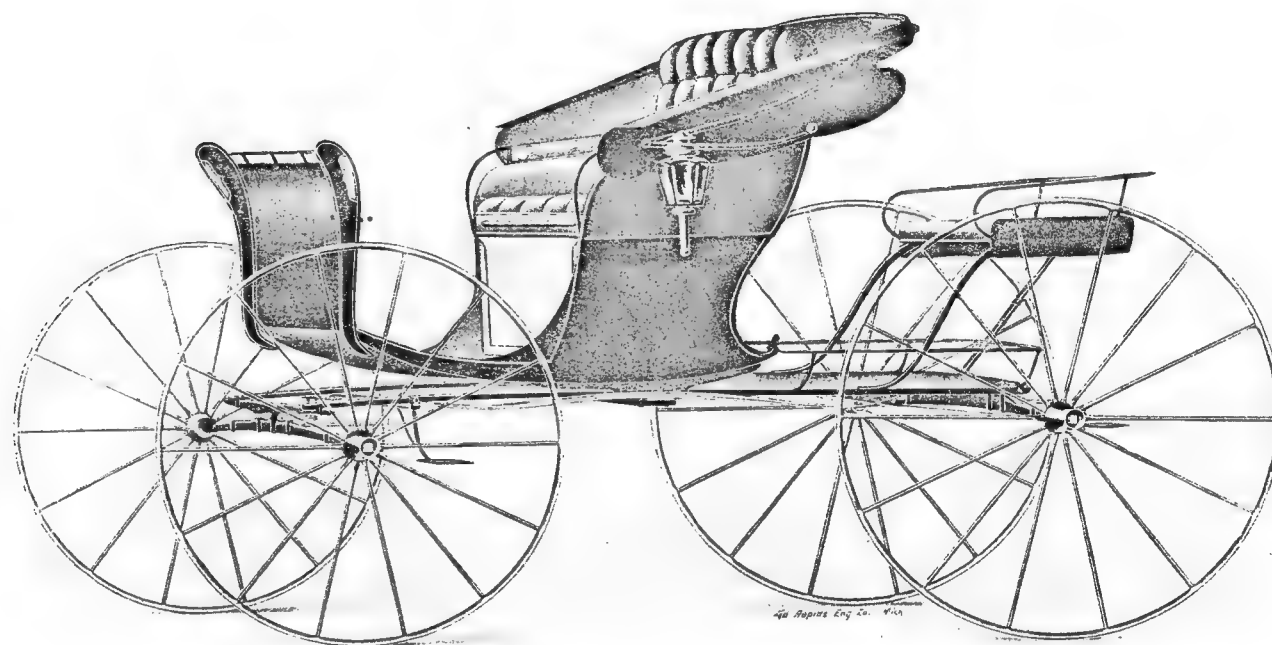
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No. 15 Open Top Cannon

DESIGNED like No. 16, but has open top, otherwise same. Meets the conceptions
of those who look for royal service in their stable possibilities, but do not care for
Victoria Tops.

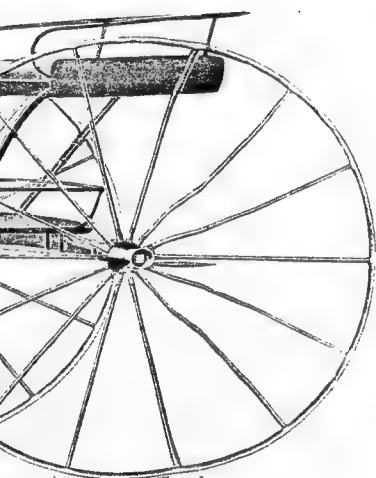
Designed and Manufactured
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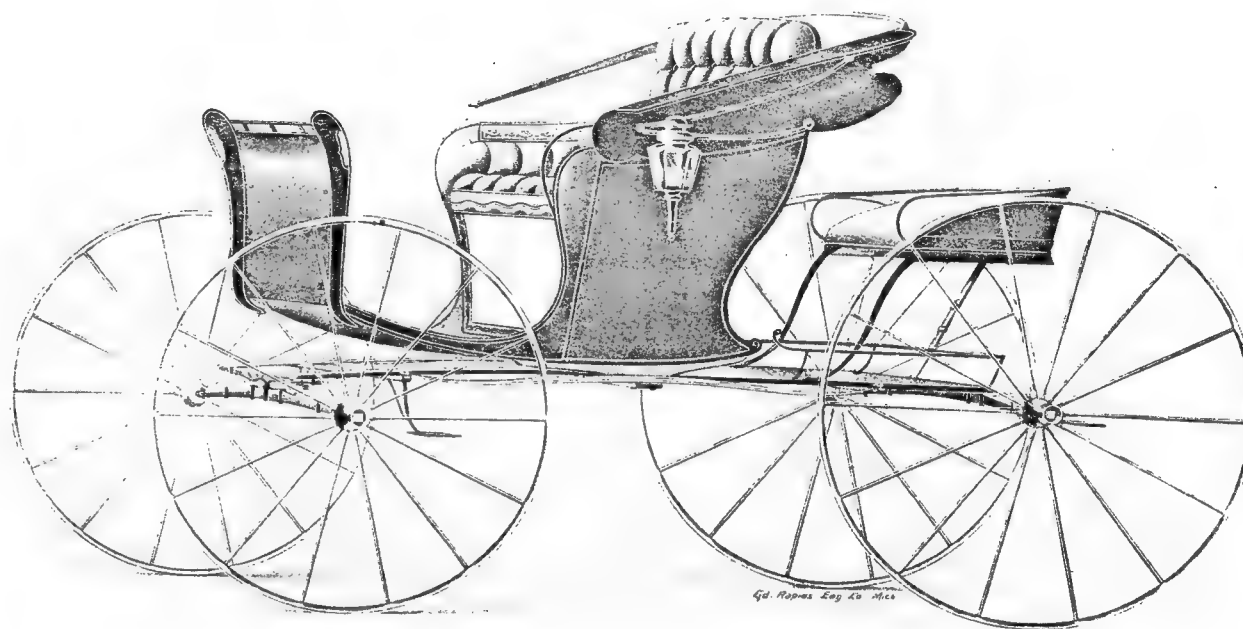
No. 16 Victoria Top Cannon

SAME model, lines, volume, &c., as the Painted Cannon, but finished in natural wood.
Not so striking as the Spider series, but has all the requisites and embellishments.

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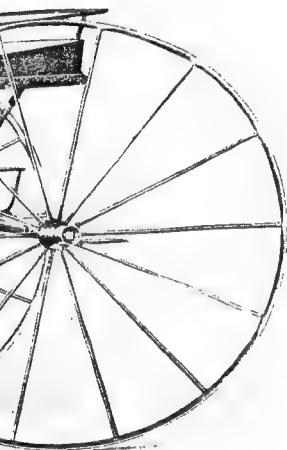
Designed and Manufactured by
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No. 17 Spider

SAME as 17 $\frac{1}{2}$ in all respects, save the wheels and axles. Driving cushion and foot cushion are included in the fittings, but artist failed to show them in cut. These Victoria Tops are made of finest brand and quality hand buffed, French finish Landau leather; lined with same goods as the upholstering of cushion, backs and side quarters, light colored English whipcords, coverts and broadcloths.

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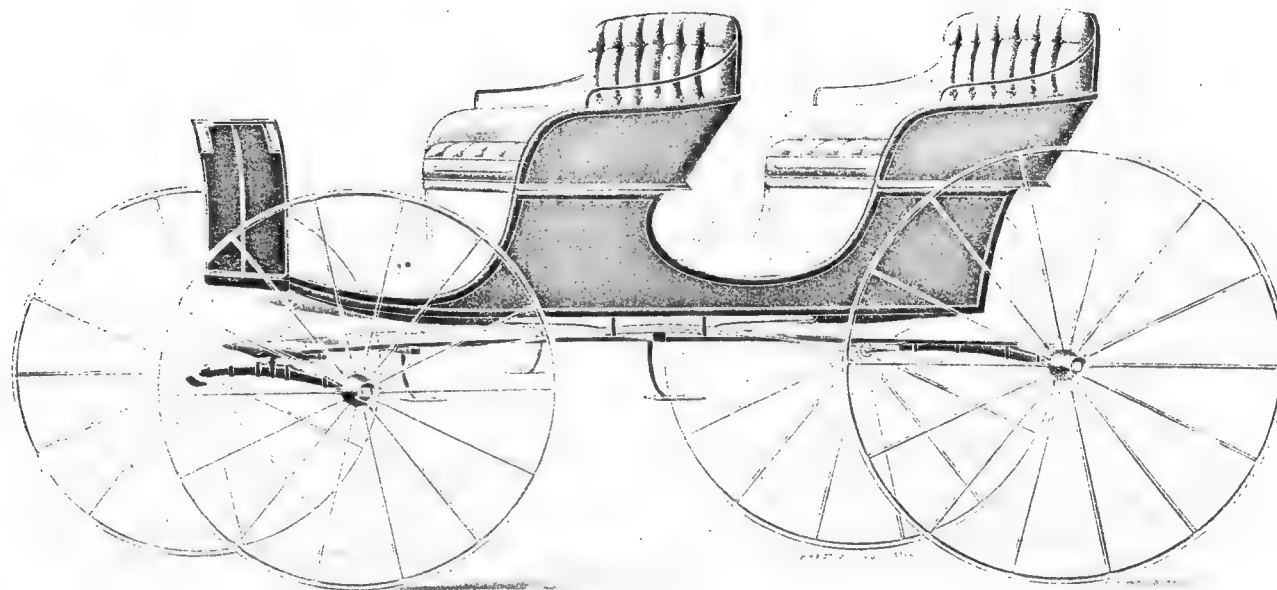
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No. 17½ Victoria Top Spider

HIGH-CLASS, exclusive. All the style, grace and fitments of a thousand dollar city Spider, and does not weigh or cost half as much. Makes prize winners at Country Horse Shows. Has ball bearing, solid forged axles, wood wheels, pneumatic or cushion tire. Detachable rumble. Can't say enough for this. The Spider par excellence for gentlemen's estates.

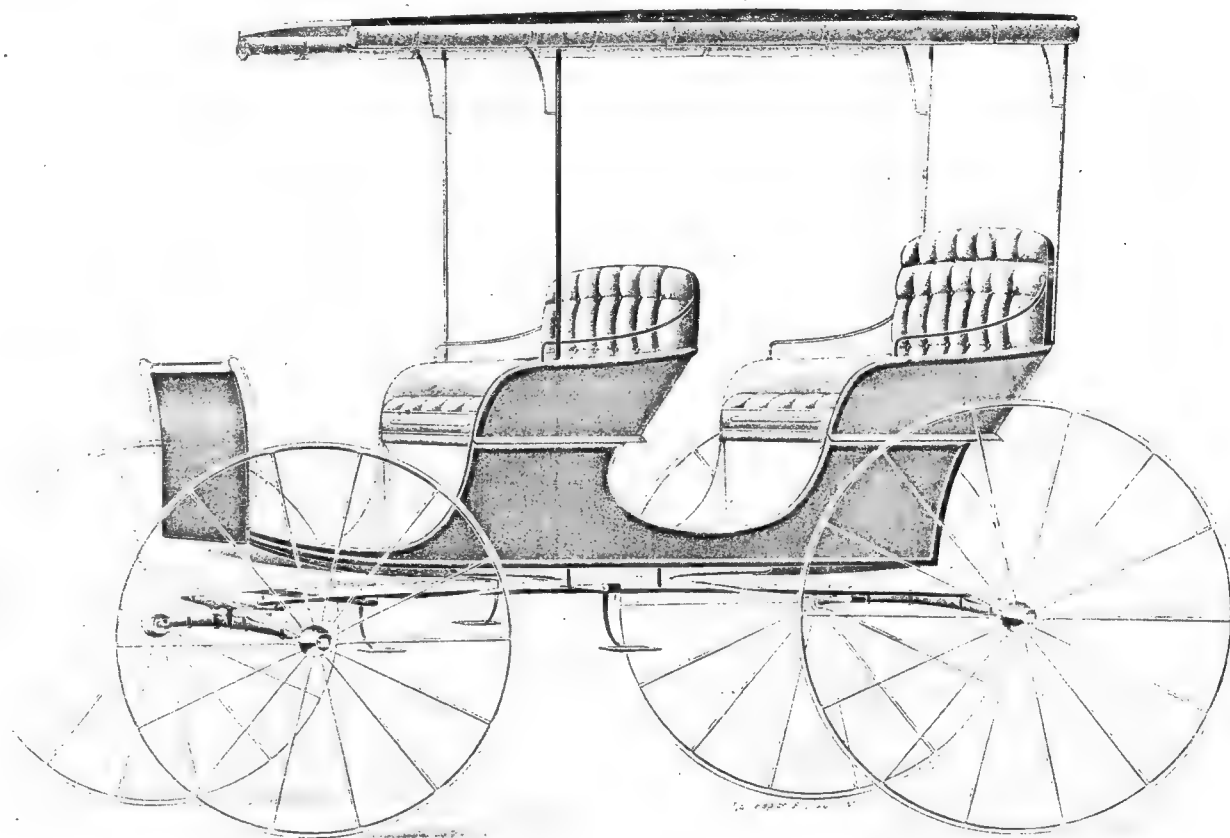
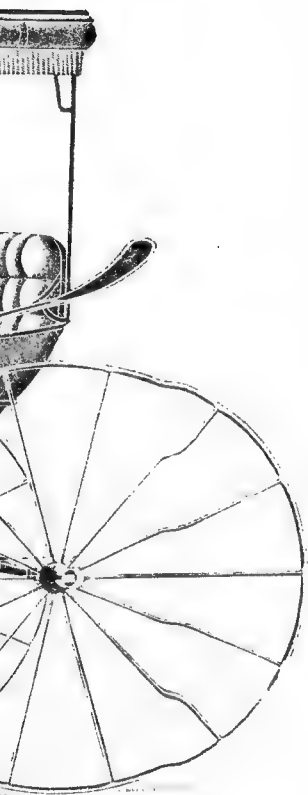
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No. 19 Surry

SMALLEST of the family. Unadorned or fussed up. Stripped for action and not much heavier than a large size buggy. Comes with shafts.

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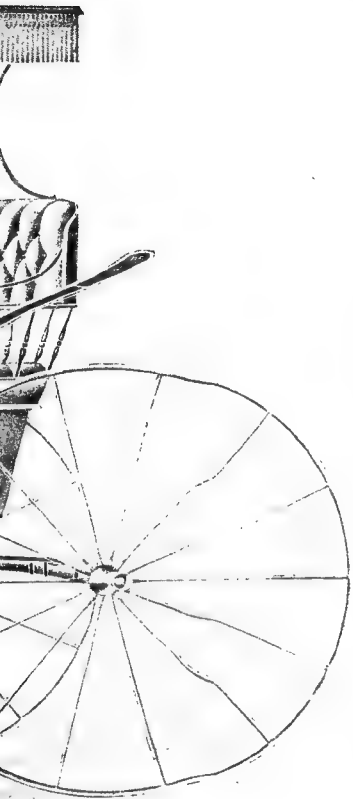


No. 20 Surry

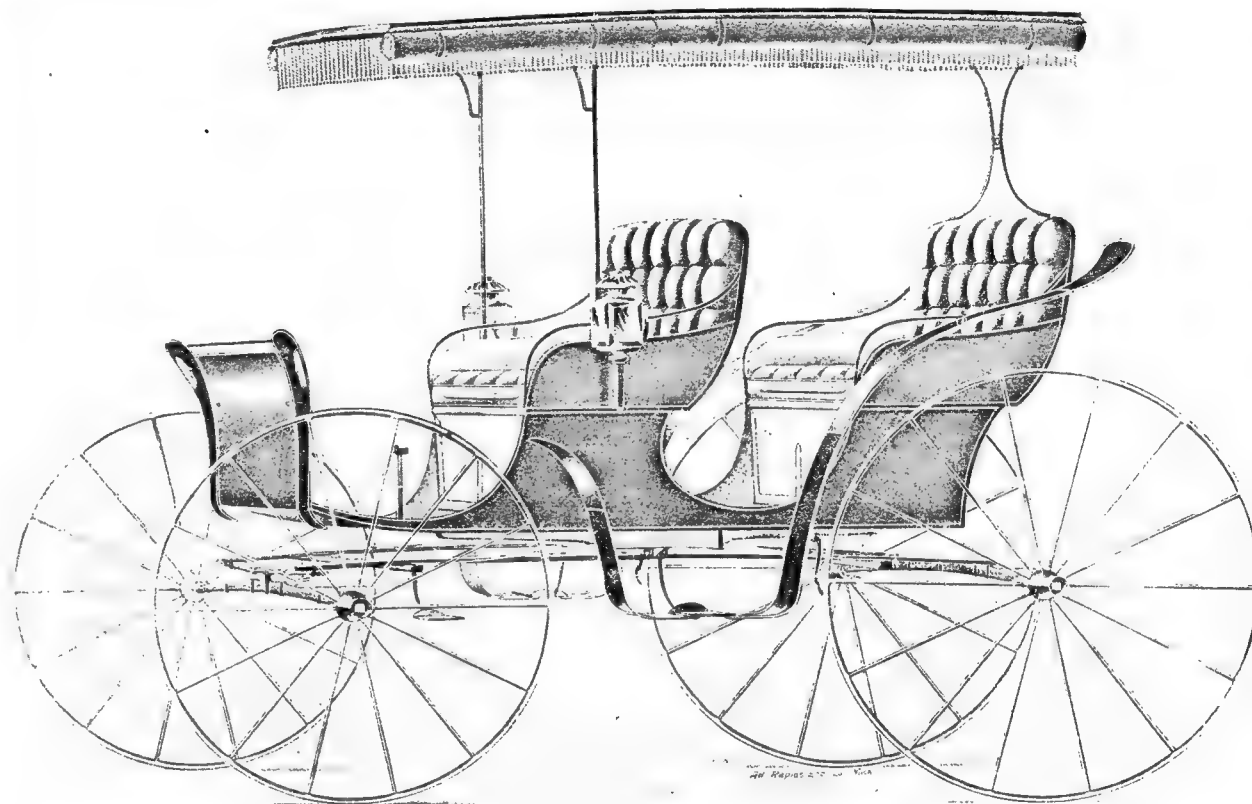
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STILL further simplified. No mud guards, lamps, dash wings or brake. Otherwise
 same construction, capacity and usefulness as No. 121.

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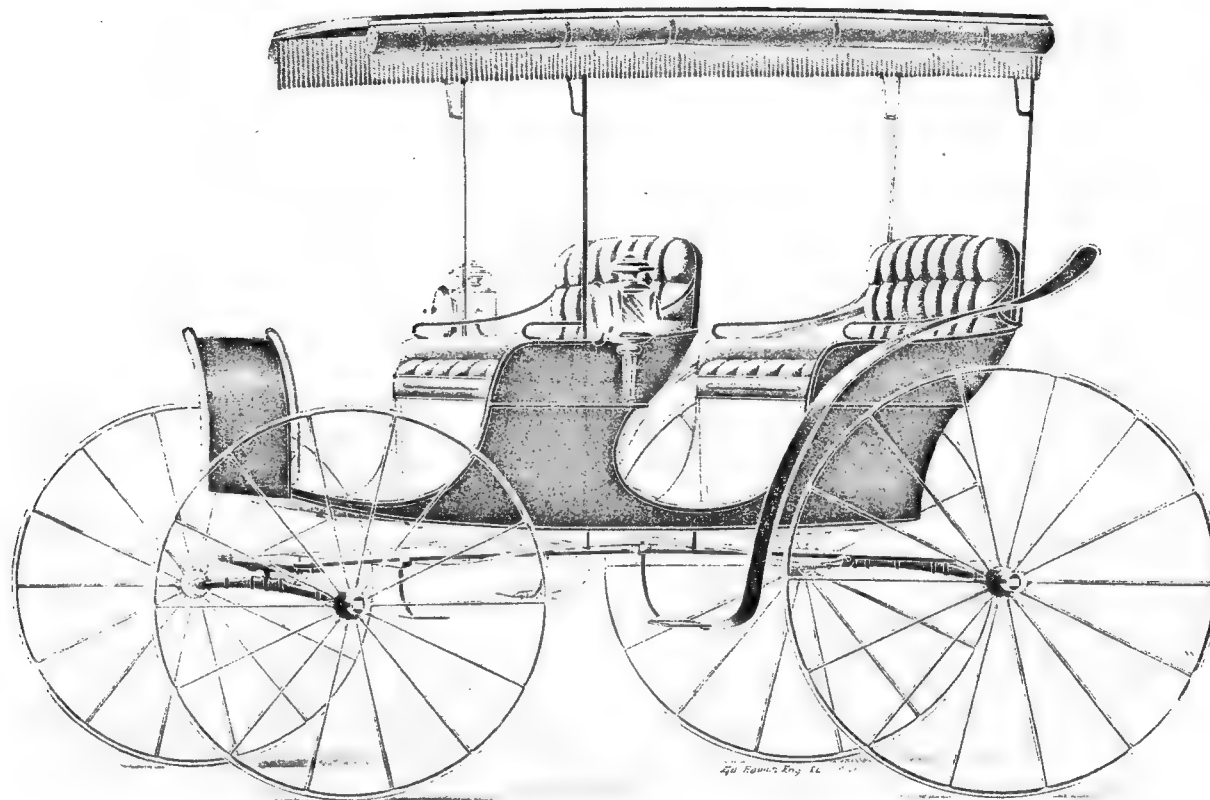
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No. 21 Special

BELONGS to same family as No. 27 Special. Always in style, a prime favorite. Has touches of refinement and exclusiveness not possible to bring out in a print. There is an "at home" comfortable atmosphere about it that appeals to you.

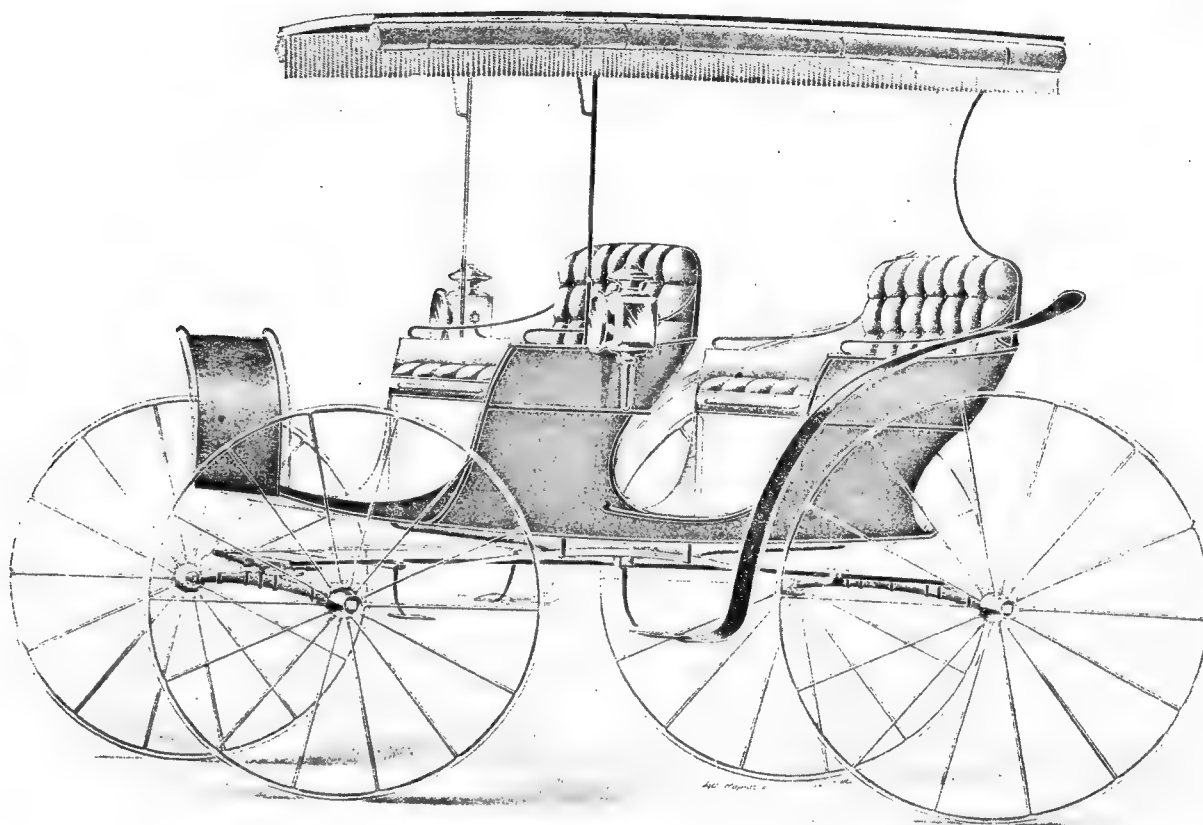
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No 21 Surry

SIMPLIFIED to the extent shown, no front wheel mud guards, no wings on dash, no brake. In all other respects same as No. 121.

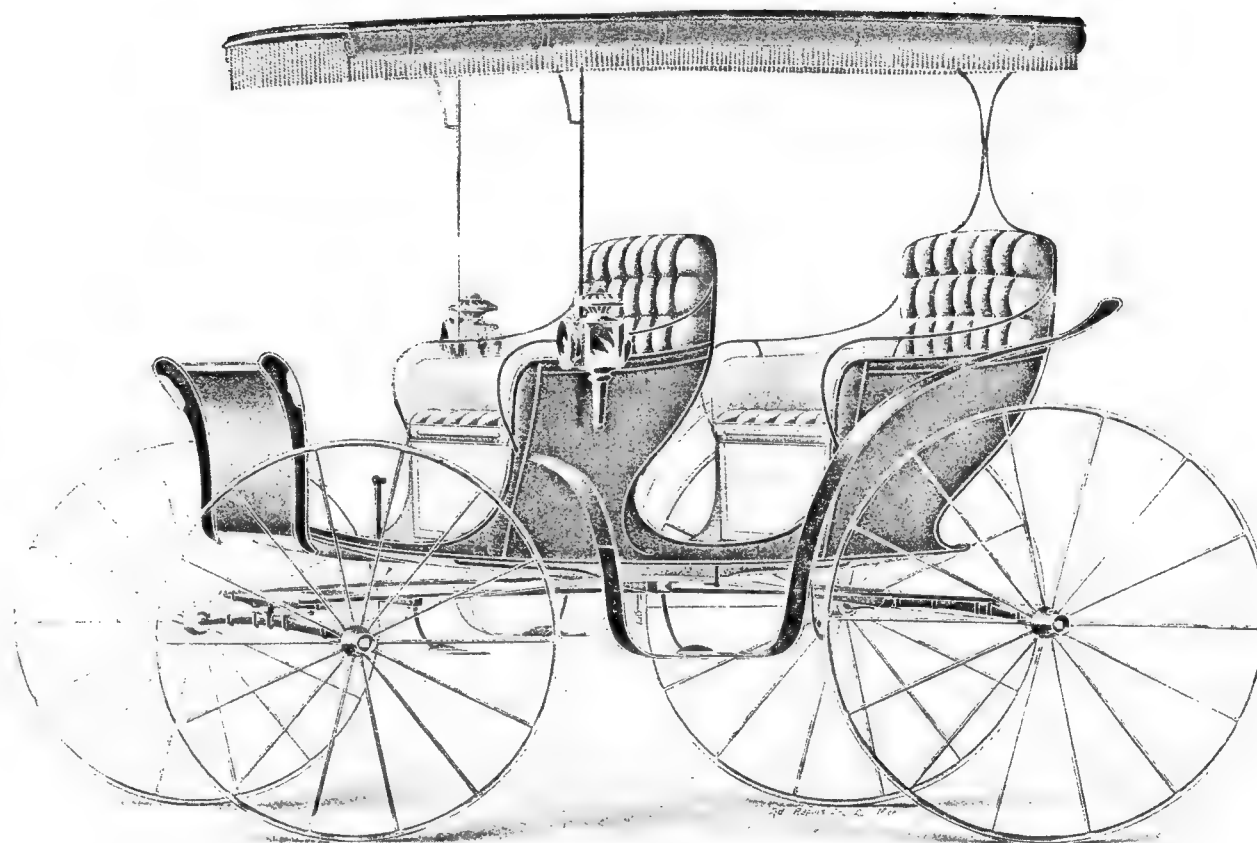
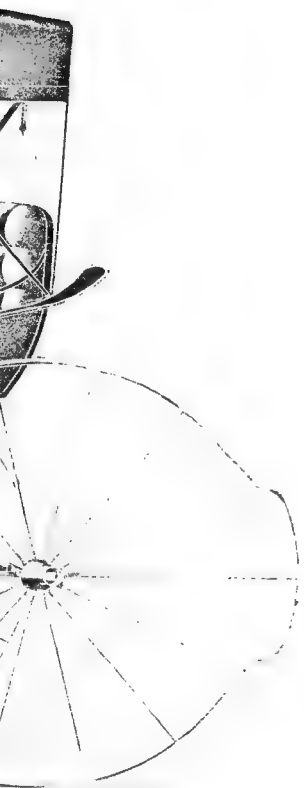
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No. 22 Surry

SOME prefer this to the No. 21 on account of the CG box panel in the back, the accentuated Stanhope pillar on seats and the crotch canopy standard instead of two straight standards in the rear; otherwise Nos. 22 and 21 are same.

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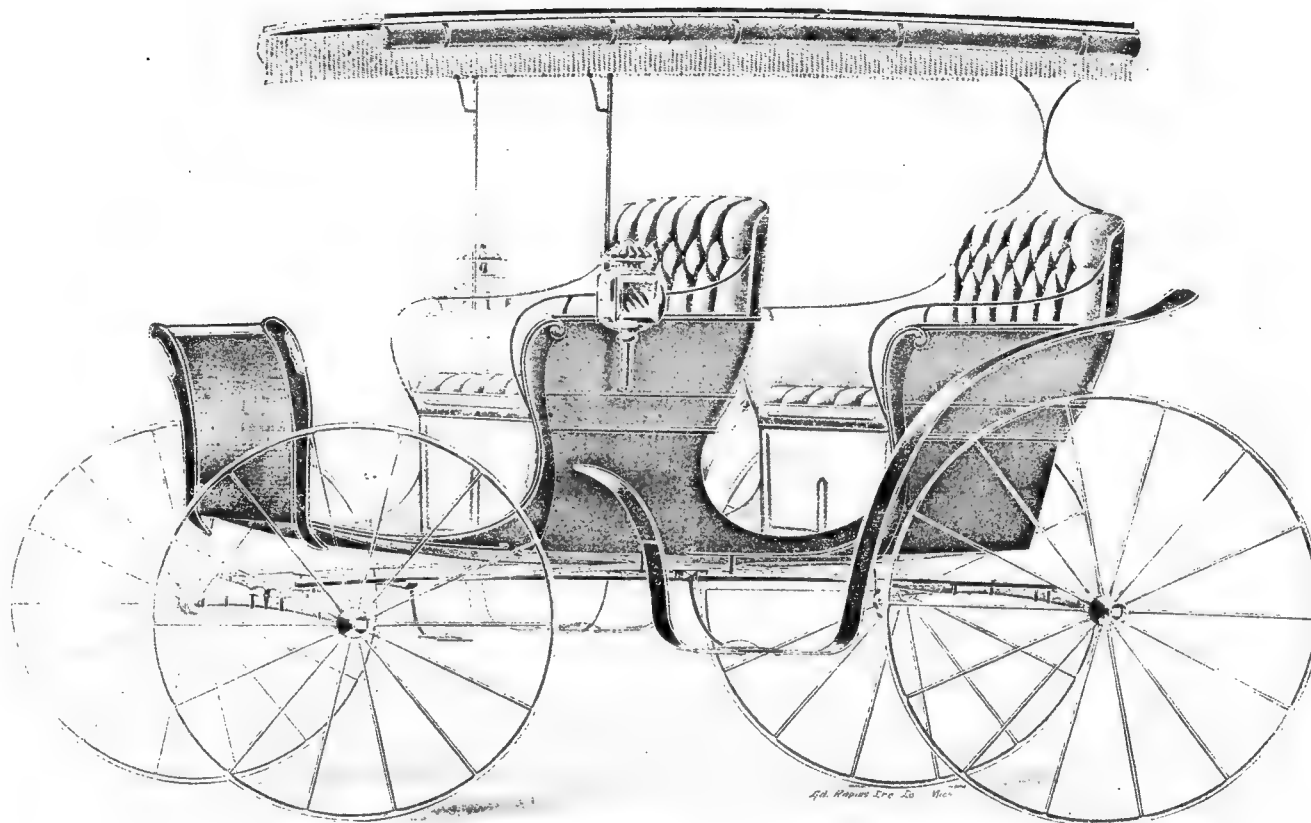


No. 23 Double Spider

THIS is charming in sweep and swell, in poise and combination. Full deep panels unbroken in contour by angles or stiff lines. Artistically fitted and shaped mud guards, concealed foot brake; every appointment complete. A superb vehicle and great favorite.

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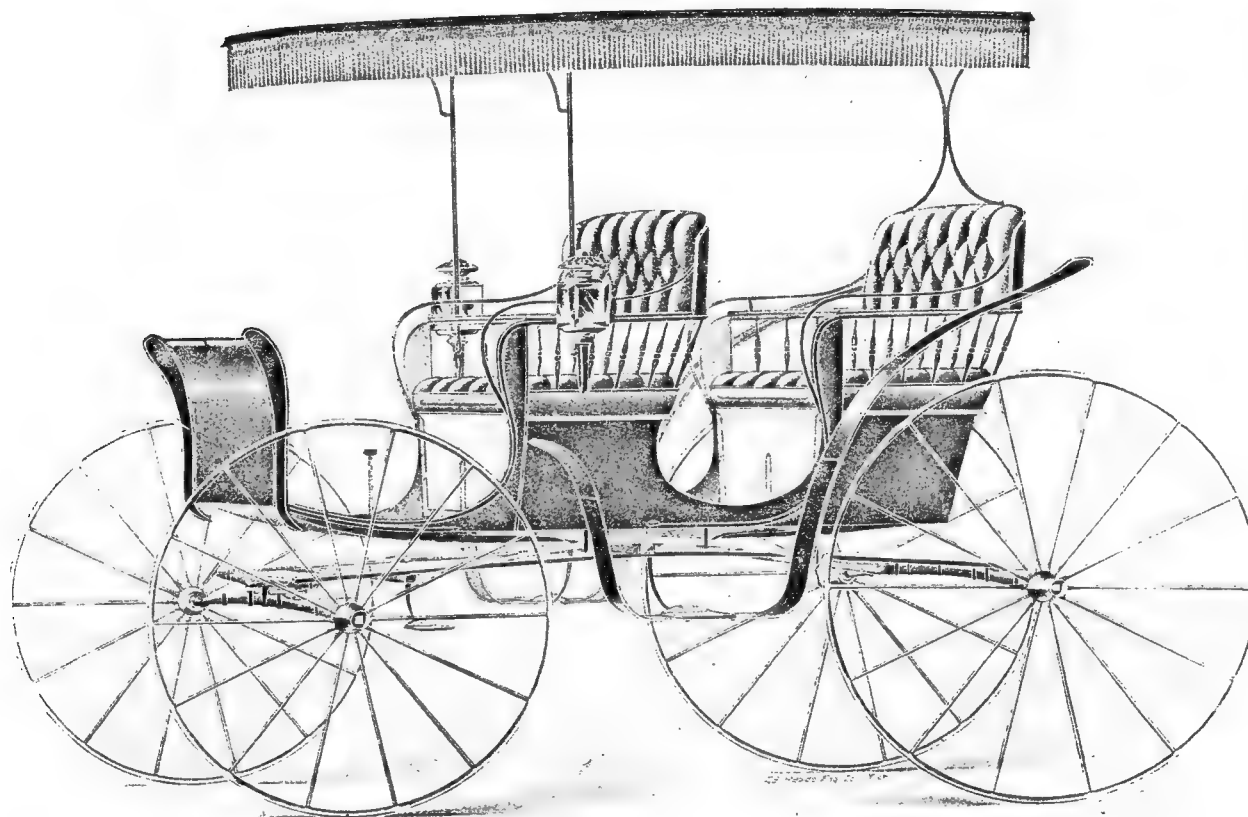


No. 23 $\frac{1}{2}$ Stanhope

BUILT on lines similar to No. 333. A consistent, wearing model, very stylish.
Reminds one of afternoon teas and dress parade. Altogether a private equipage.

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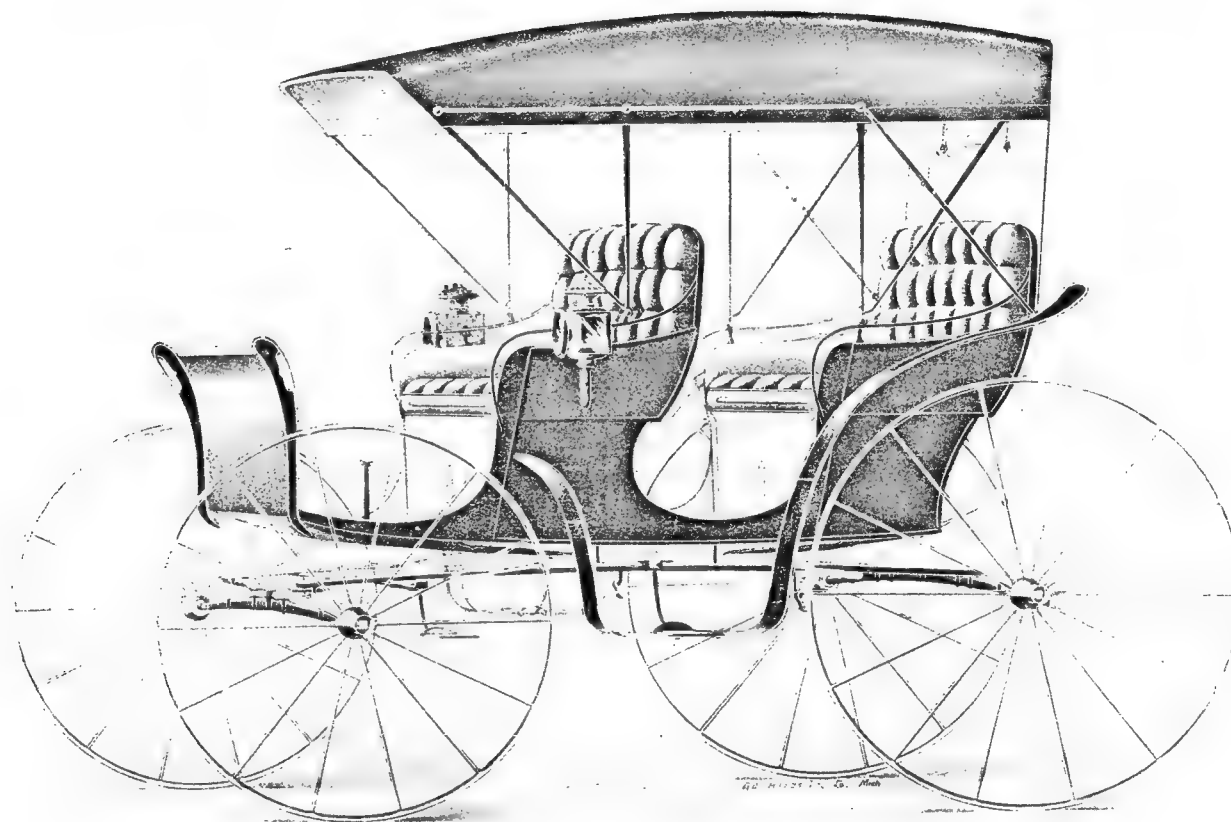


No. 24 Spindle Seat Surry

SAME as No. 23½ in lines and proportions, except has spindle seats. A novelty and built only to order.

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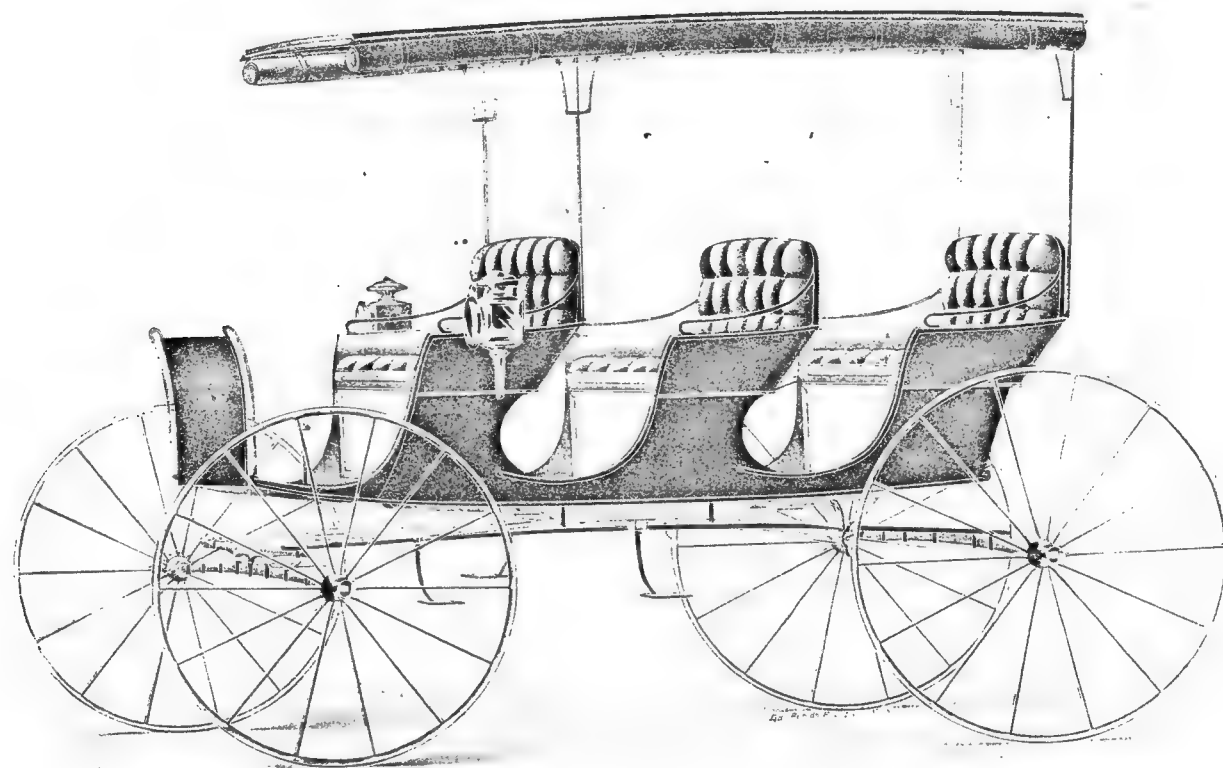
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No. 25 Extension Top Stanhope

WE still have scattering calls for this top in preference to the canopy. It is made of best hand buffed leather, folds back if desired, and with curtains attached affords utmost protection in severest weather.

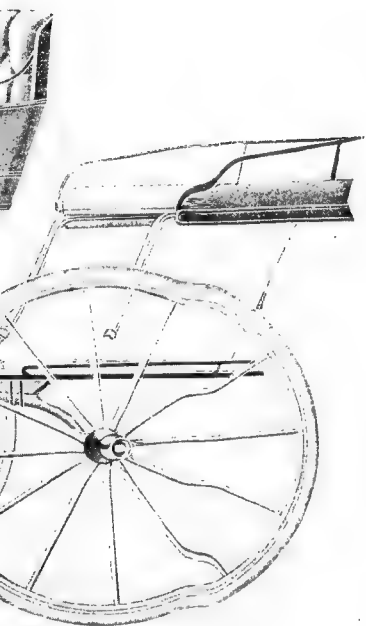
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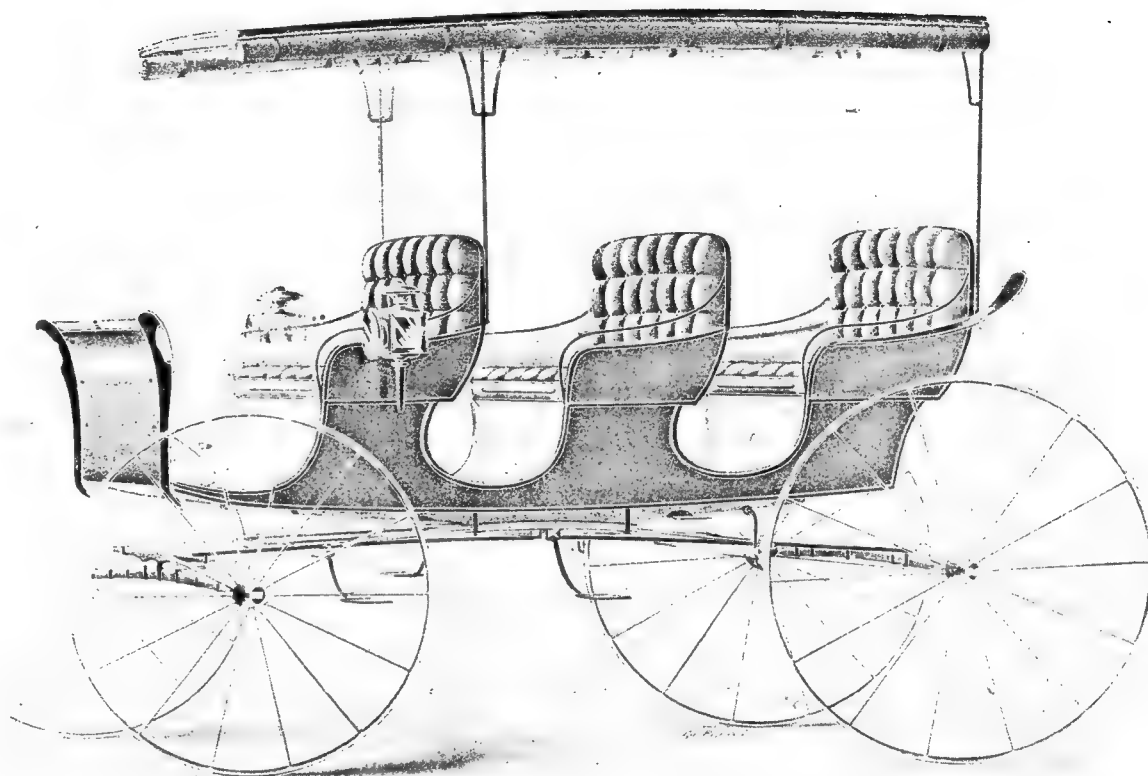
No. 26 Light

A CONVENTIONAL six passenger, light, compact, easily handled, equal to any burden ordinarily imposed. The cut is most unjust; wagon must be seen to be appreciated. Top also removable, same as 333.

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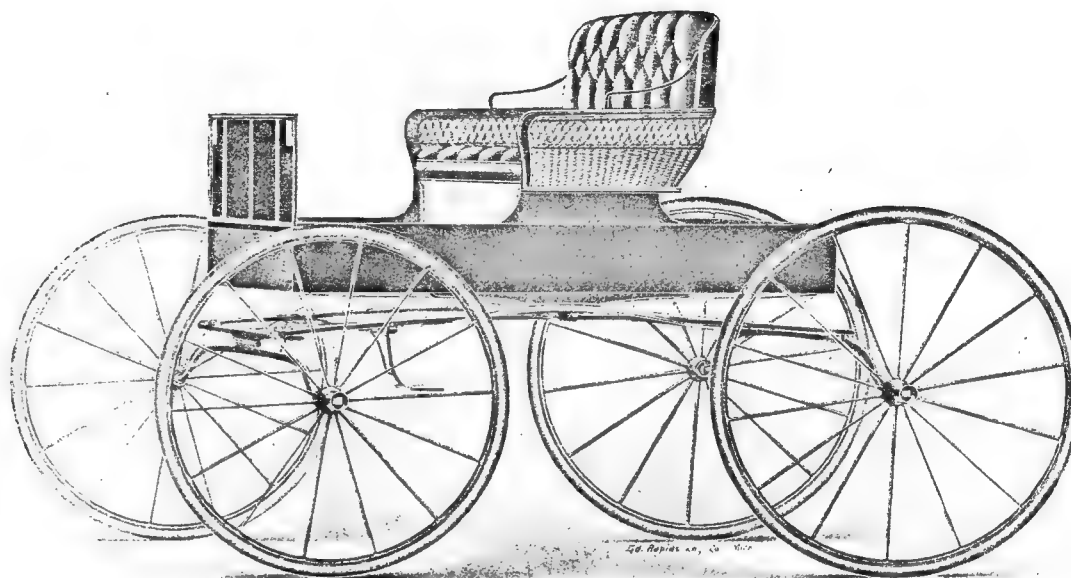
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No. 27 Special

THE model that never grows old. Deep seats, high backs, ample knee room. Middle seat turns forward affording easy access to rear seat. Middle seat can also be reversed forming Vis-a-Vis. (Same features obtain in two preceding numbers.) It satisfies the eye seeking comfort and is quickly responsive to the sociable mood.

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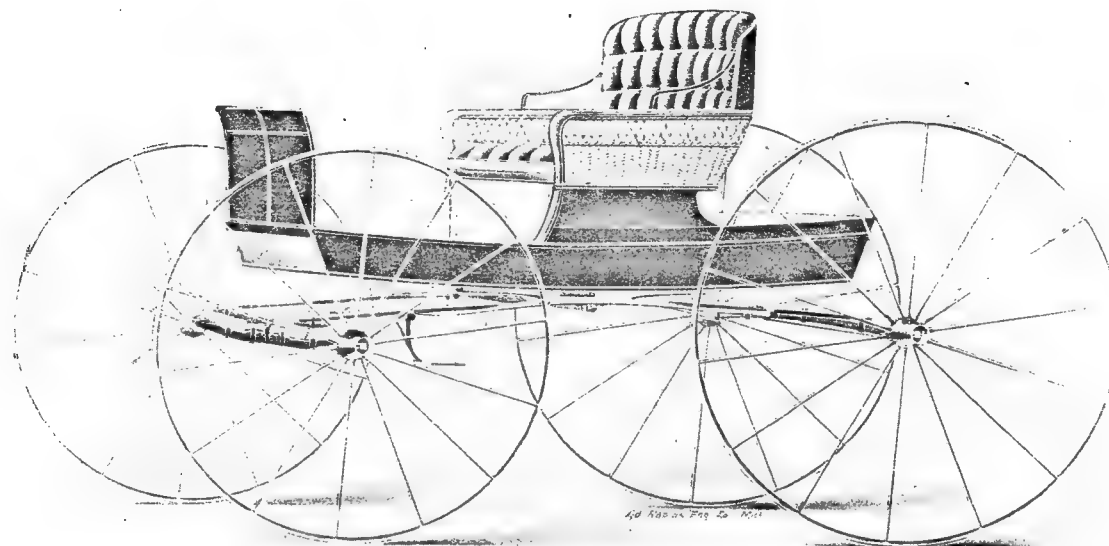


No. 33 Pneumatic

RATHER sporty, but not loud. Can have panel instead of basket seat if desired. Has solid forged, ball bearing axles, wood wheels, pneumatic or cushion tire. A top-notcher in its class.

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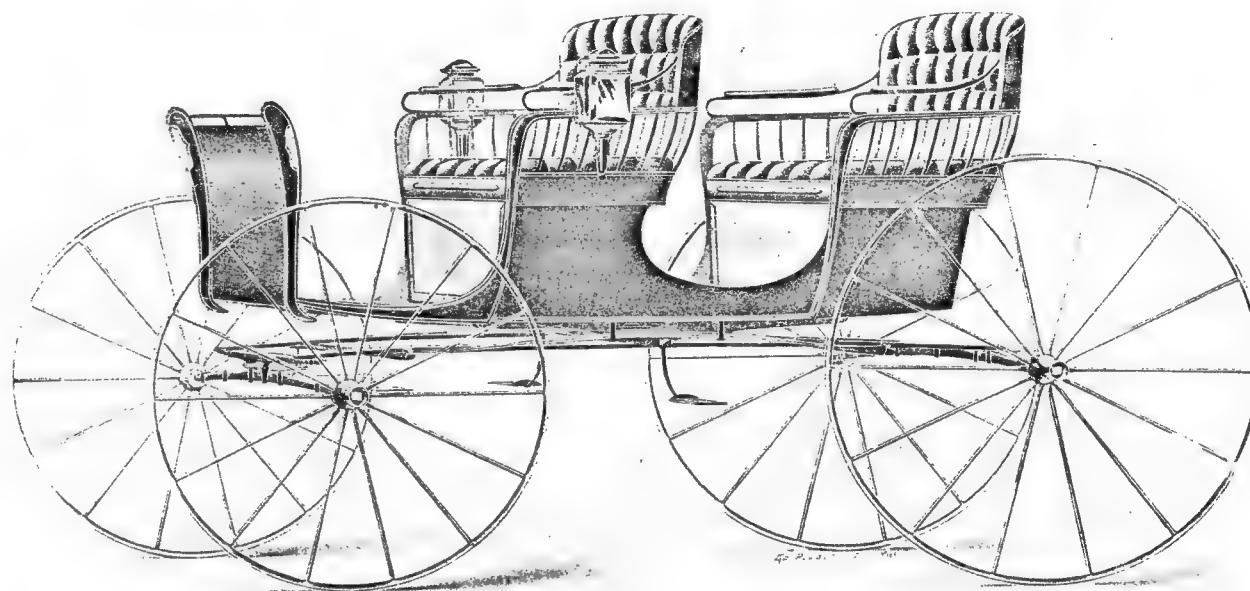
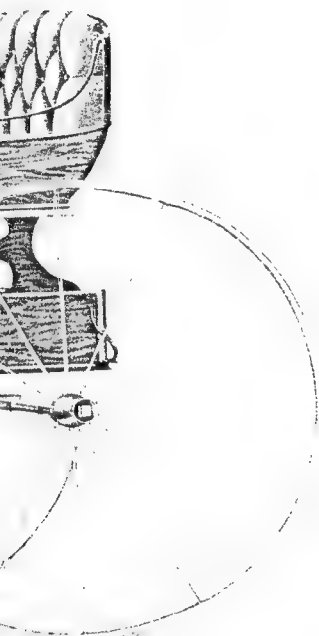
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No. 55 Runabout

HANDSOME little model, with basket seat. Suitable for town or country driving. Commodious, compact, cheerful, consistent. Never see this in Livery Stables or with "To Let" sign.

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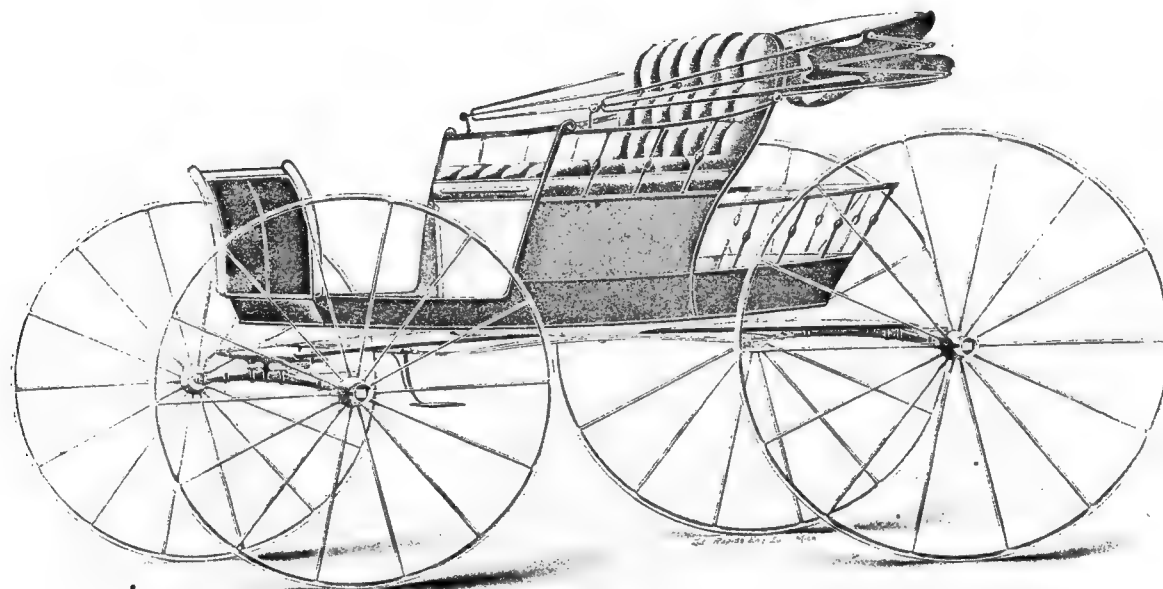


No. 74 Tuxedo

A LIGHT surry showing spindle seats. Needs only one horse. With mud guards added it has a Park Phaeton perspective and is much lighter in weight and draught than Park Phaeton. Extremely stylish and trappy for ladies driving.

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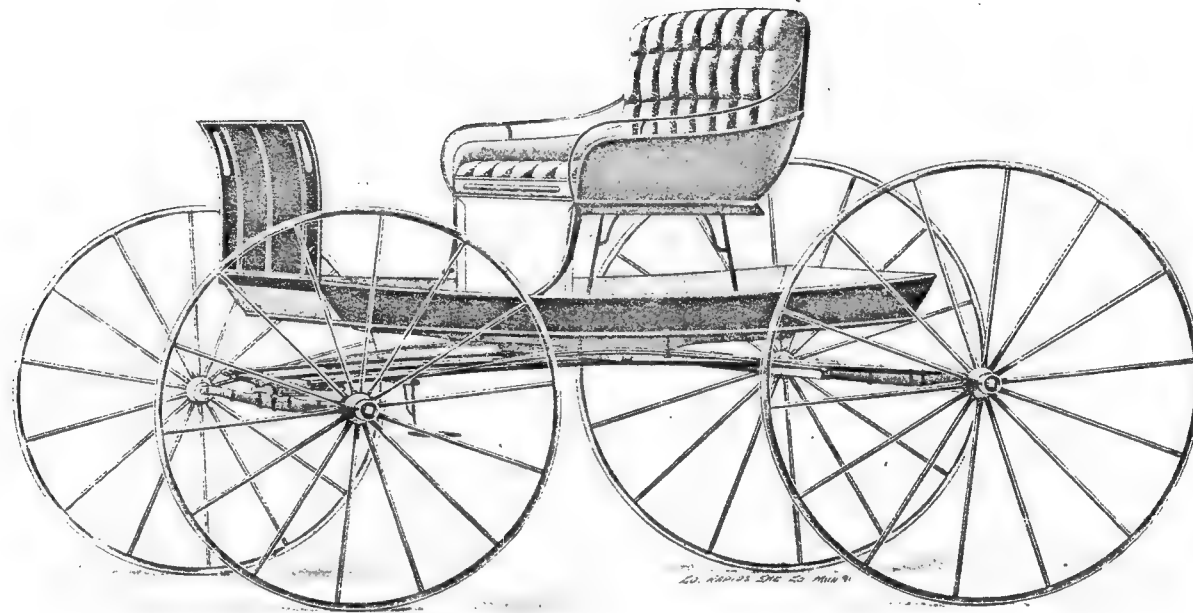


No. 100 Improved Webb

A HANDSOME light road wagon. Possesses sterling qualities. Has pleasing appearance, framing gracefulness with sharp angles.

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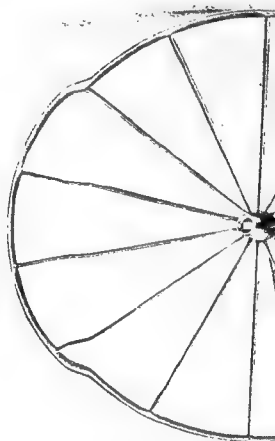
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No. 101 The Webb

A COUNTERPART of No. 202, less top. The handiest, stutest, most sensible business and knockabout buggy made. Common sense, utility, substantiability is written all over this. Never a model more sternly individual or strikingly capable. Wish you could see one.

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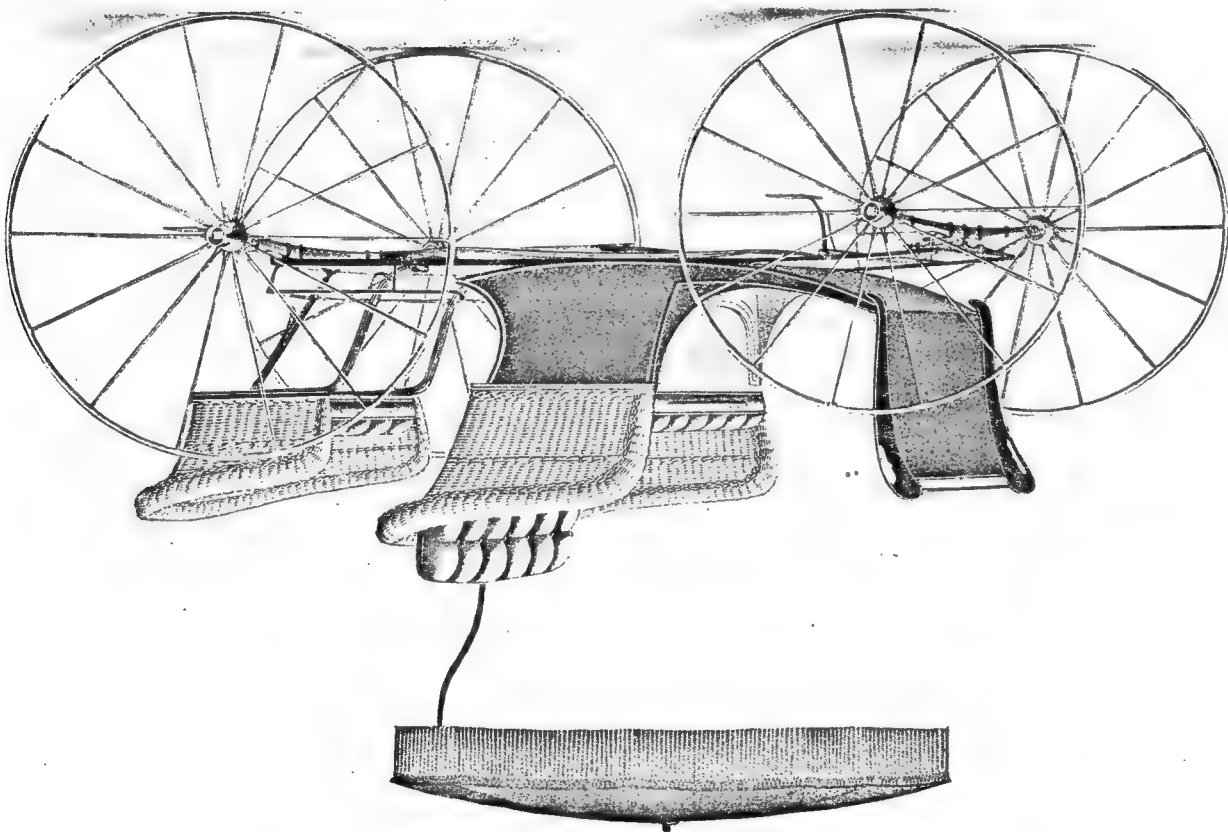


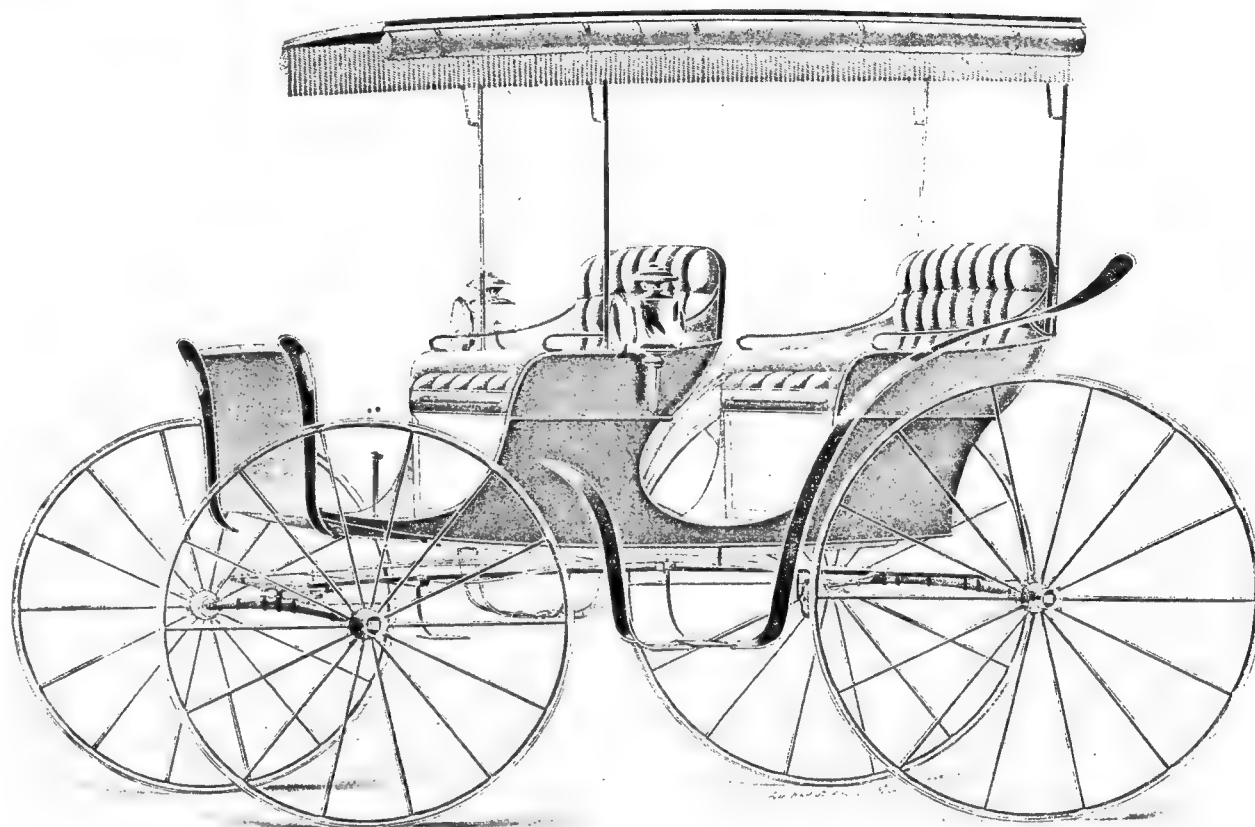
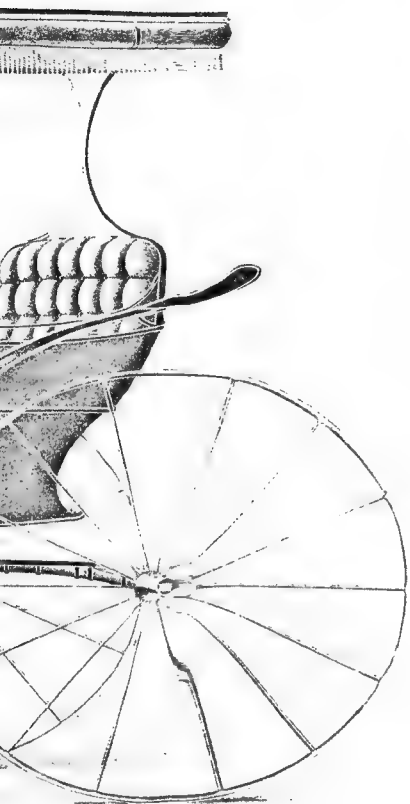
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No. 112 The Morning Wagon

Goes just as well in the afternoon or evening, but morning suggests sparkle, vivacity, which this personifies. Cool and comfortable as a swing under the willows. Lush in style, classic in architecture. Very attractive for young ladies driving. Can be used without rumble and top.

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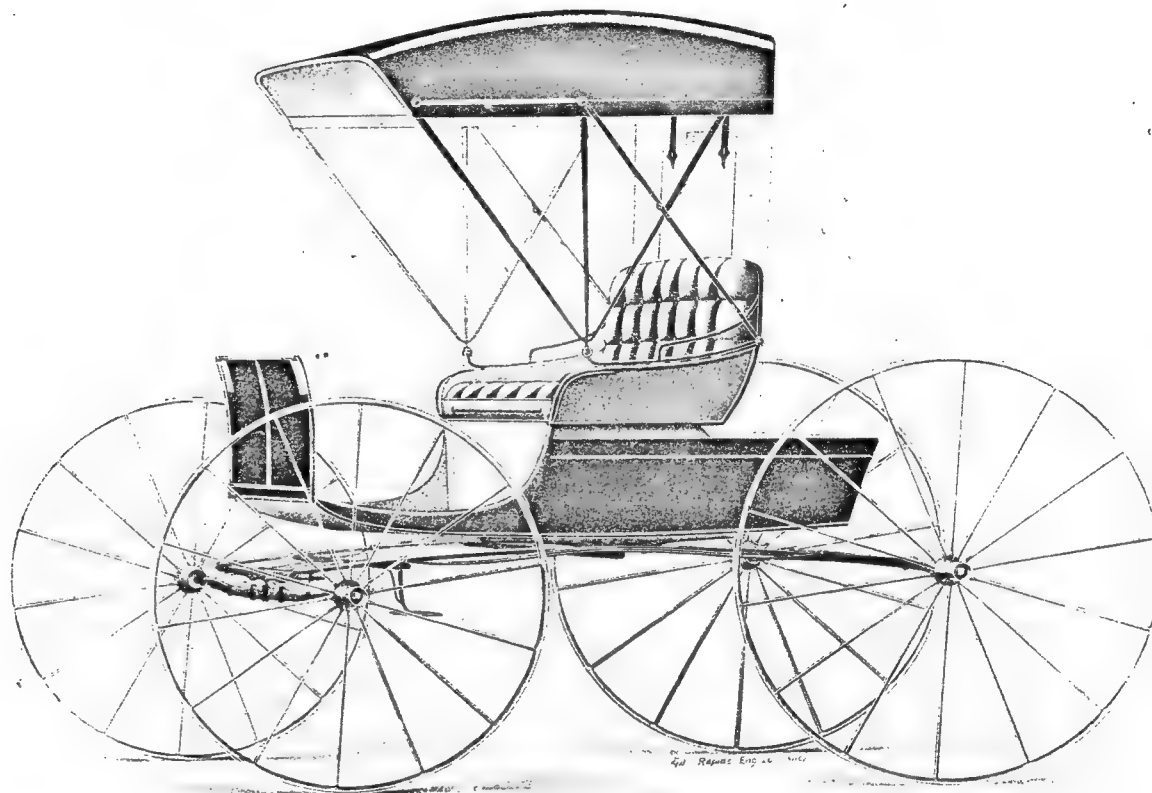
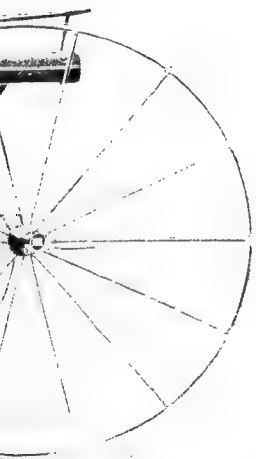


No. 121 Surry

A MOST sensible everyday family carriage. Roomy, light, suitable for one horse or small pair. Said by one of our most generous customers, a critic and one who recognizes worth, that "it is good enough for a king." Has all the equipments of a \$500 job. Mud guards over front and rear wheels, wings on dash, foot brake. Top removable as are all canopies.

Designed and Manufactured
JOUBERT & WHITE
Glens Falls, N. Y.

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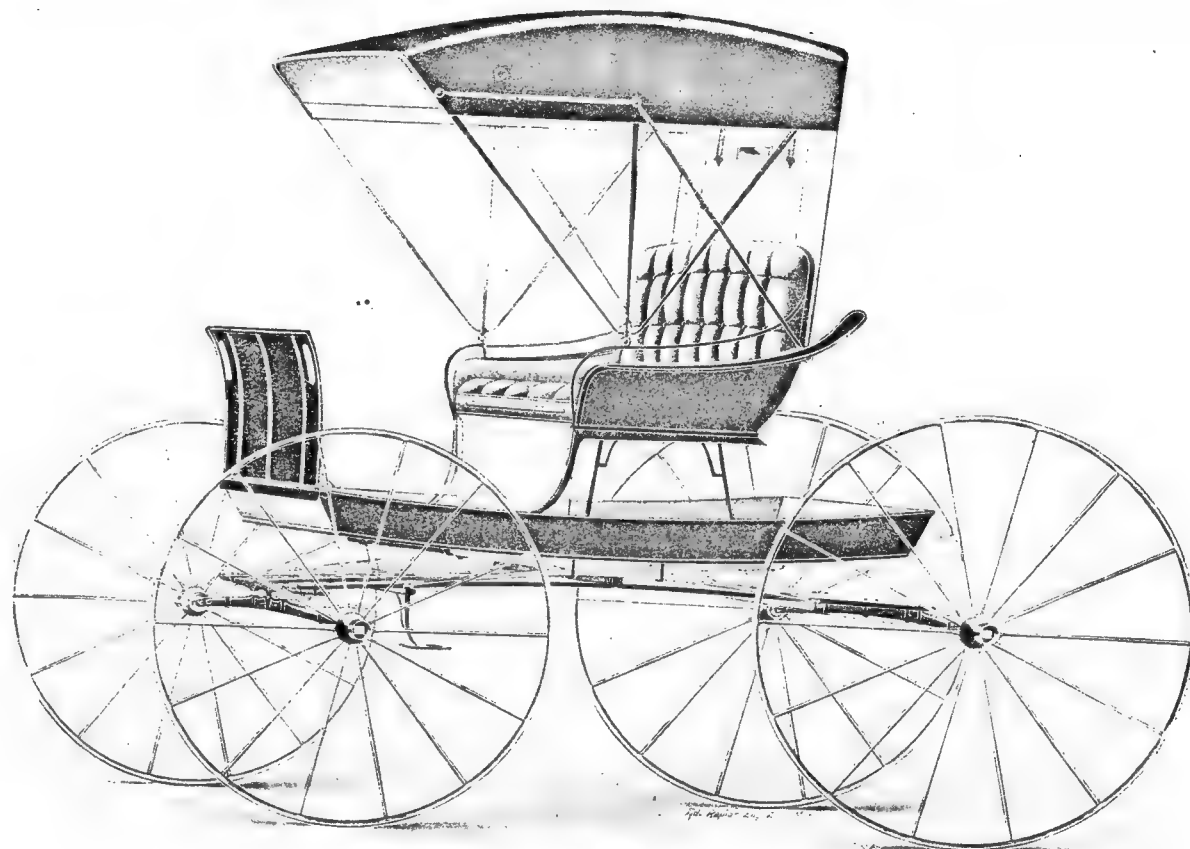
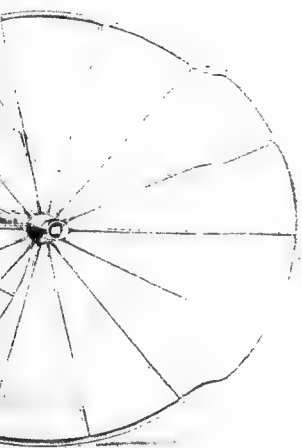


No. 200 The Whitechapel

BEEN in the market thirty years, but we have given it twentieth century lines and ideas. Shows you a buggy that makes them all look to their laurels. If your equipment is to include only one single carriage, this model fills every requirement. It is not too dressy for business, nor too simple for matinees and higher functions. The cut shows drop axles, but we build it, when desired, with straight axles, which makes it little more lofty and dignified.

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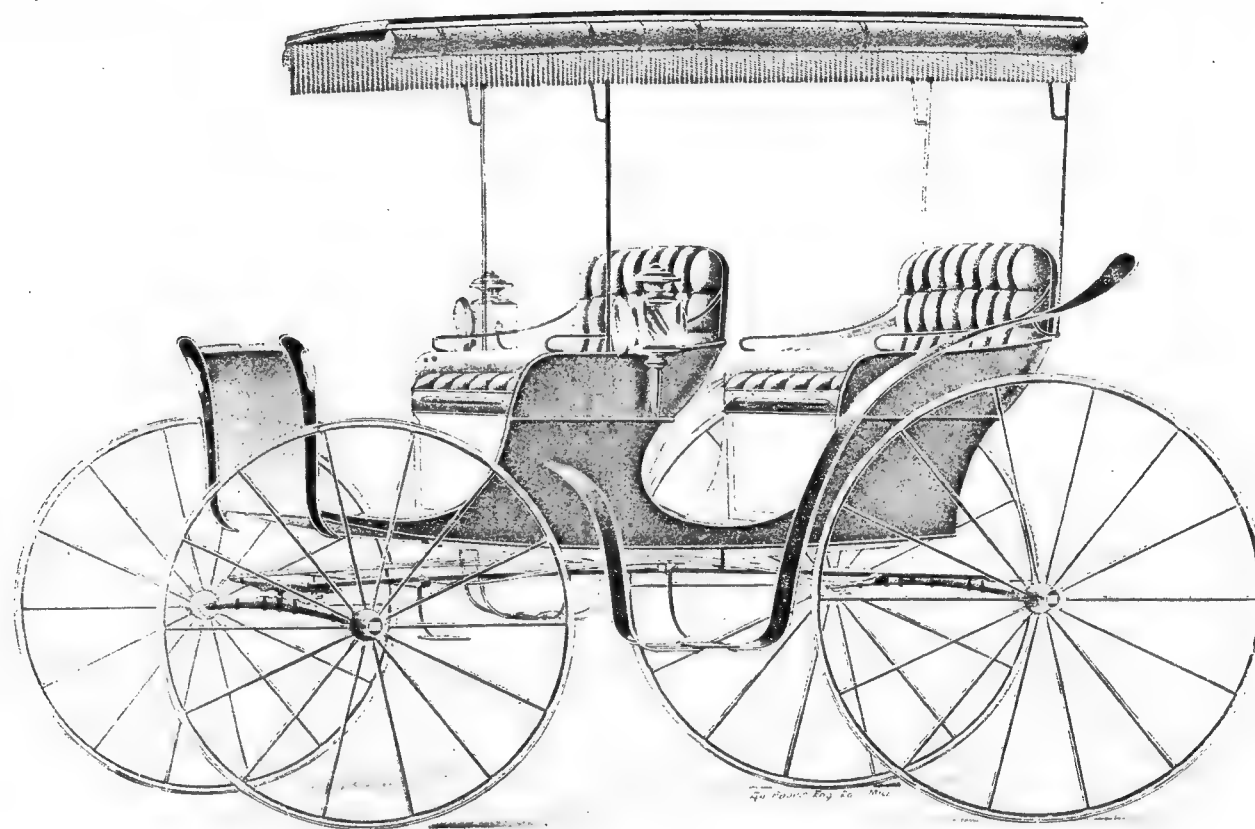


No. 202 The Webb

THE ever popular, never obsolete "Concord" on our buckboard gear. The favorite for general utility, gentlemen's estates, business and informal occasions. Strong, light, easy riding, unequalled endurance, and with a flavor that renders it readily distinguishable from the cheap "ready made" of this type. We urge this model. You'll know the reason of its popularity once you ride in it.

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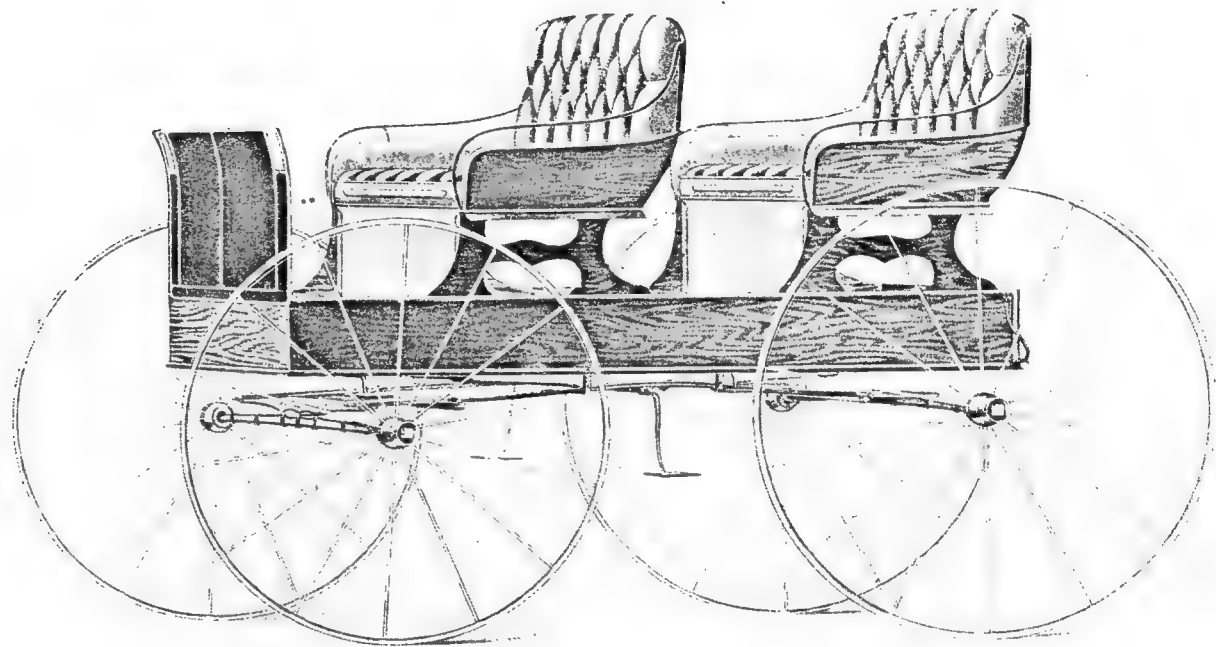
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No. 221 Surry

SAME in every respect as No. 121, except has no brake

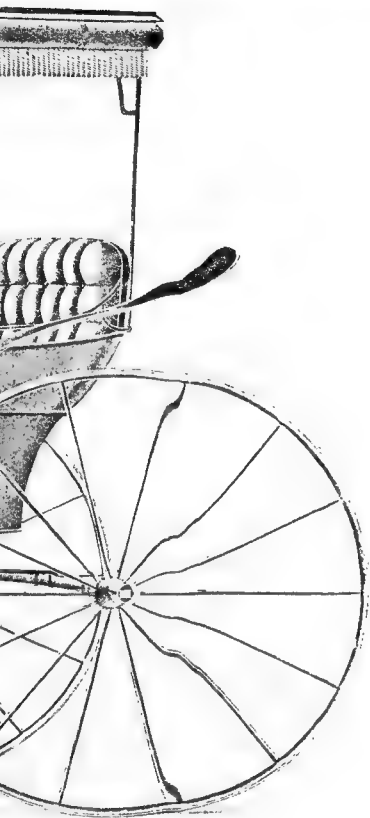
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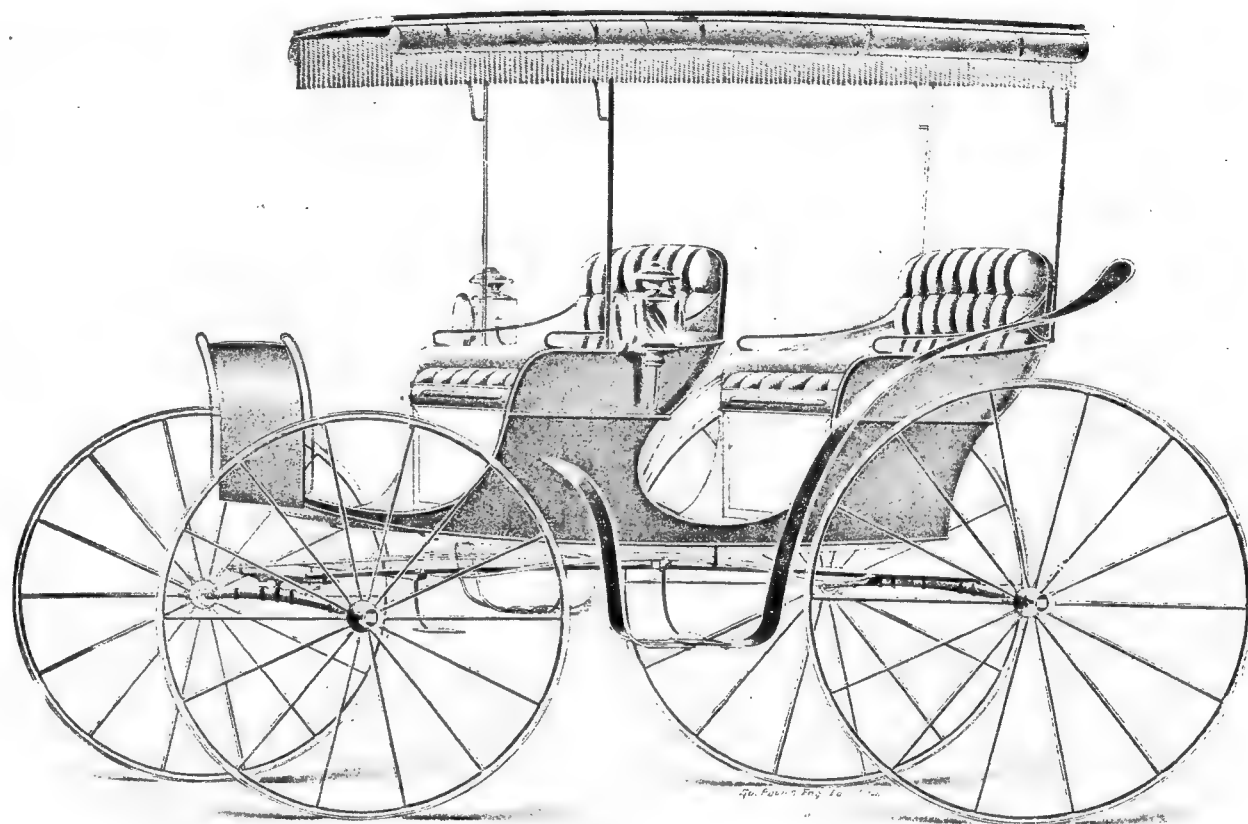
No. 222 The Depot Wagon

THIS wagon has many uses ; taking servants to church, bringing trunks and luggage to and from station, carrying picnic hampers, and with rear seat removed makes a capital exercising wagon. Body is 6 ft. long, 3 ft. wide ; has end gate, adjustable and removable seats. Made for one horse. Can have top if wanted.

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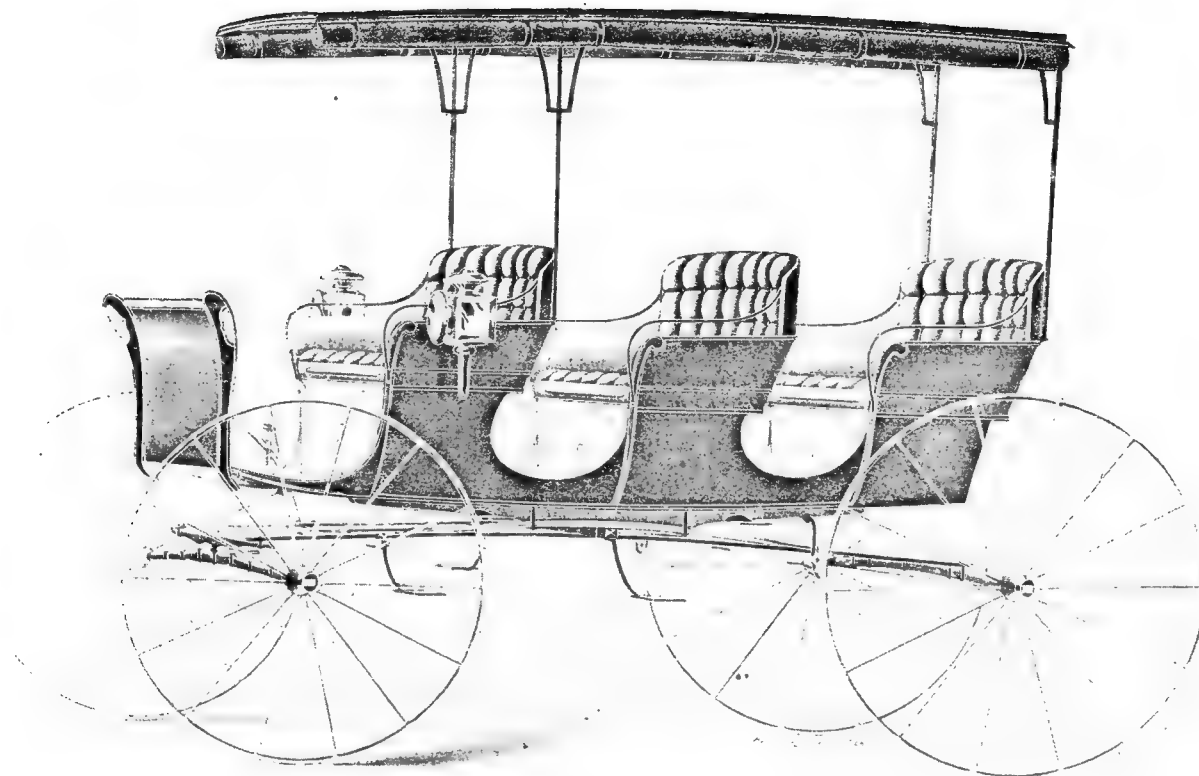
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No. 321 Surry

SAME as No. 121 less dash wings and foot brake.

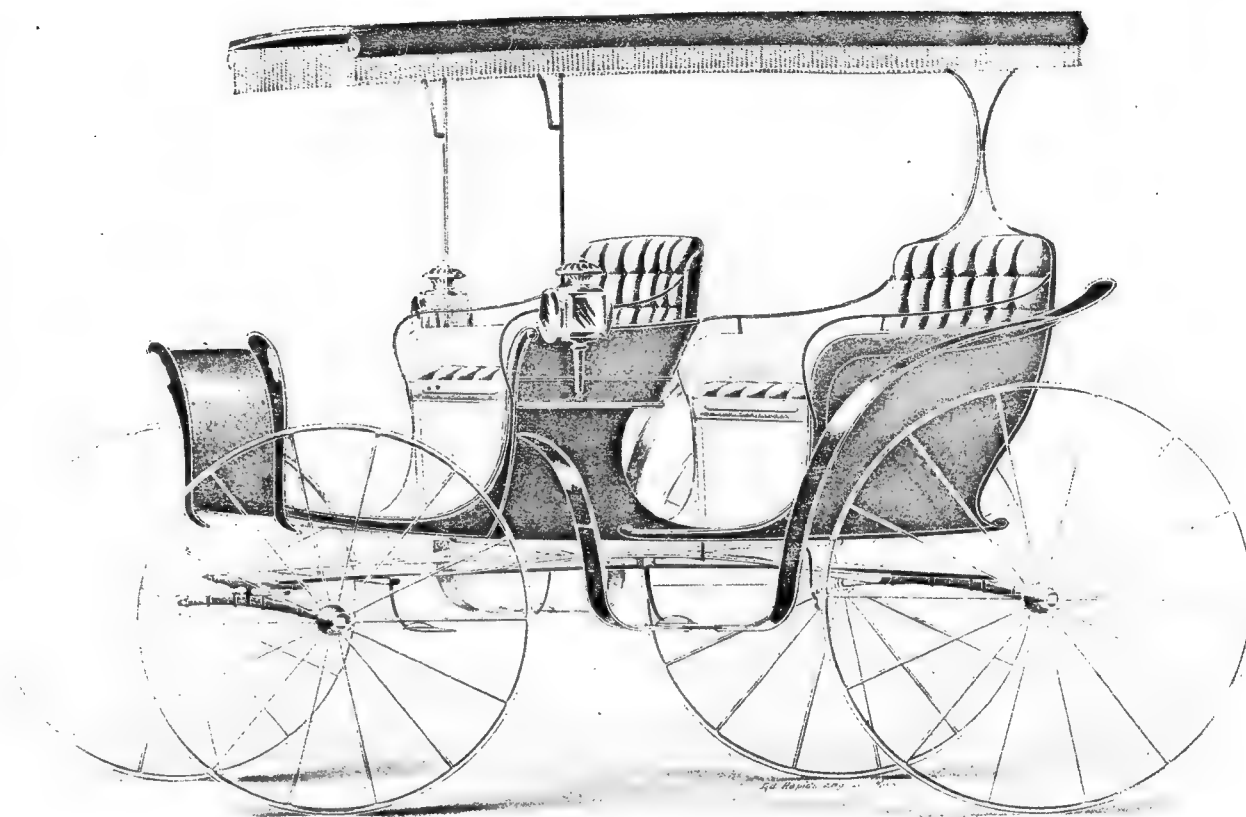
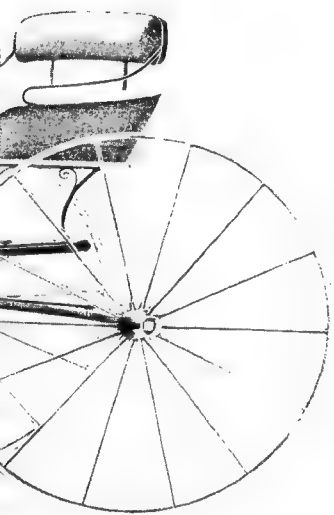
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No. 333 The Lenox Stanhope

YOU don't find this model in the "just as good" variety; it costs too much to build. A late design captivating at first sight. Full dress, showy; bespeaks advancement and thought. Top removable. Curtains fitted with utmost pains.

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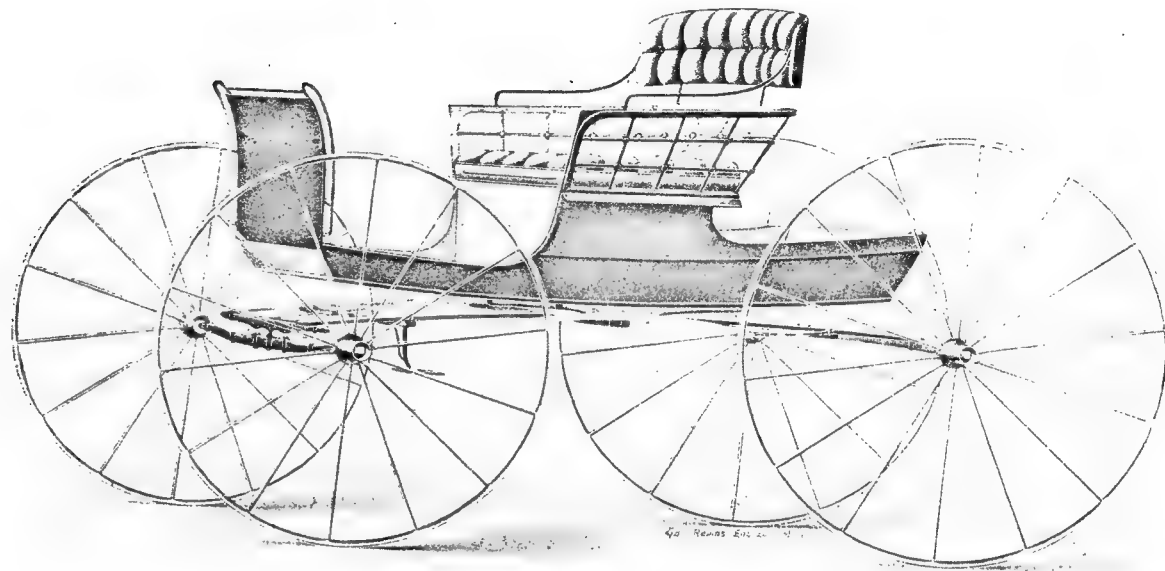


No. 400 Victoria

Designed and Manufactured by
JOUBERT & WHITE
Glens Falls, N. Y.

DIGNIFIED, substantial. Embracing the luxury of the Victoria and simplicity of the Surry. Note the generous space between seats, also the distinction and difference in architecture of front and rear seat, following the idea of the Victoria. You find this model nowhere but in private stables.

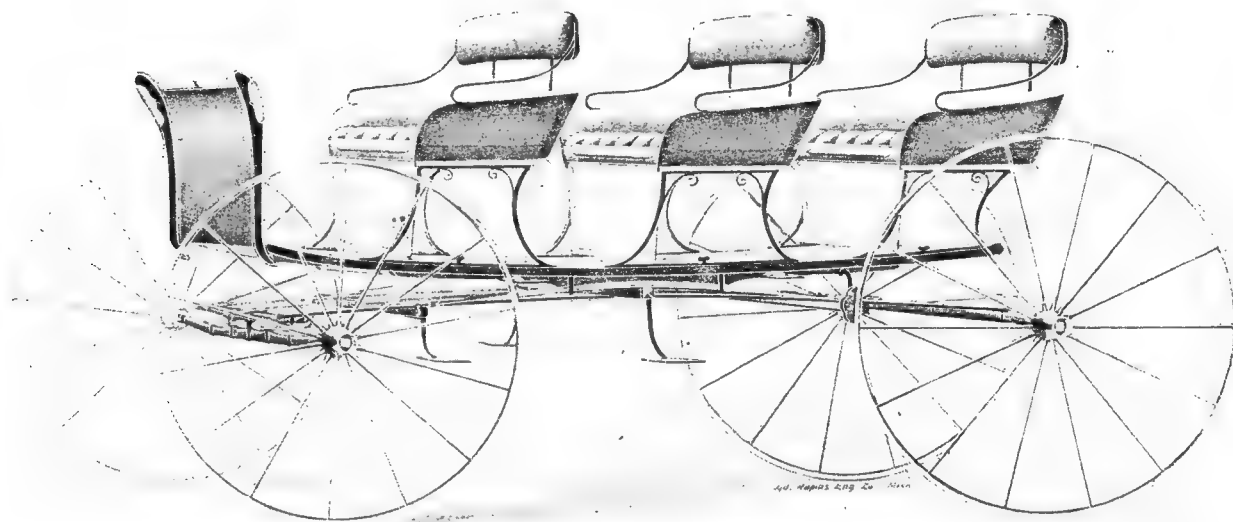
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No. 444 Shelburne Runabout

SAME as Nos. 6 and 5 with spindle seat. Preferred by some for summer use.

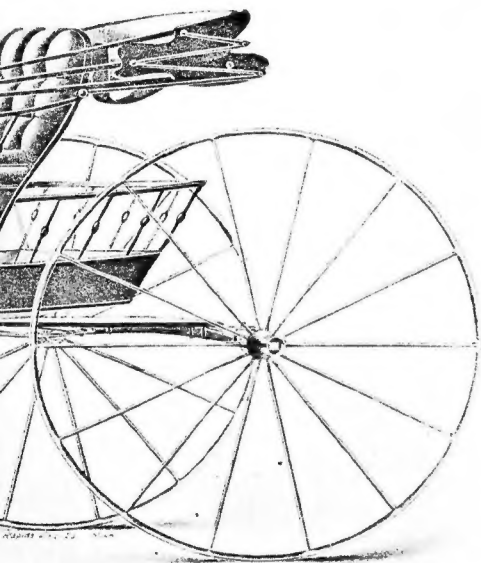
Designed and Manufac
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No. 999 Bar Harbor

AS light and airy as out-of-doors. Both rear seats removable. Liked for its serviceability, various purposes and distinct characteristics. The iron seat risers and scrolls are hand forged; made on honor in every part. Will carry half a ton. Canopy top and curtains if wanted.

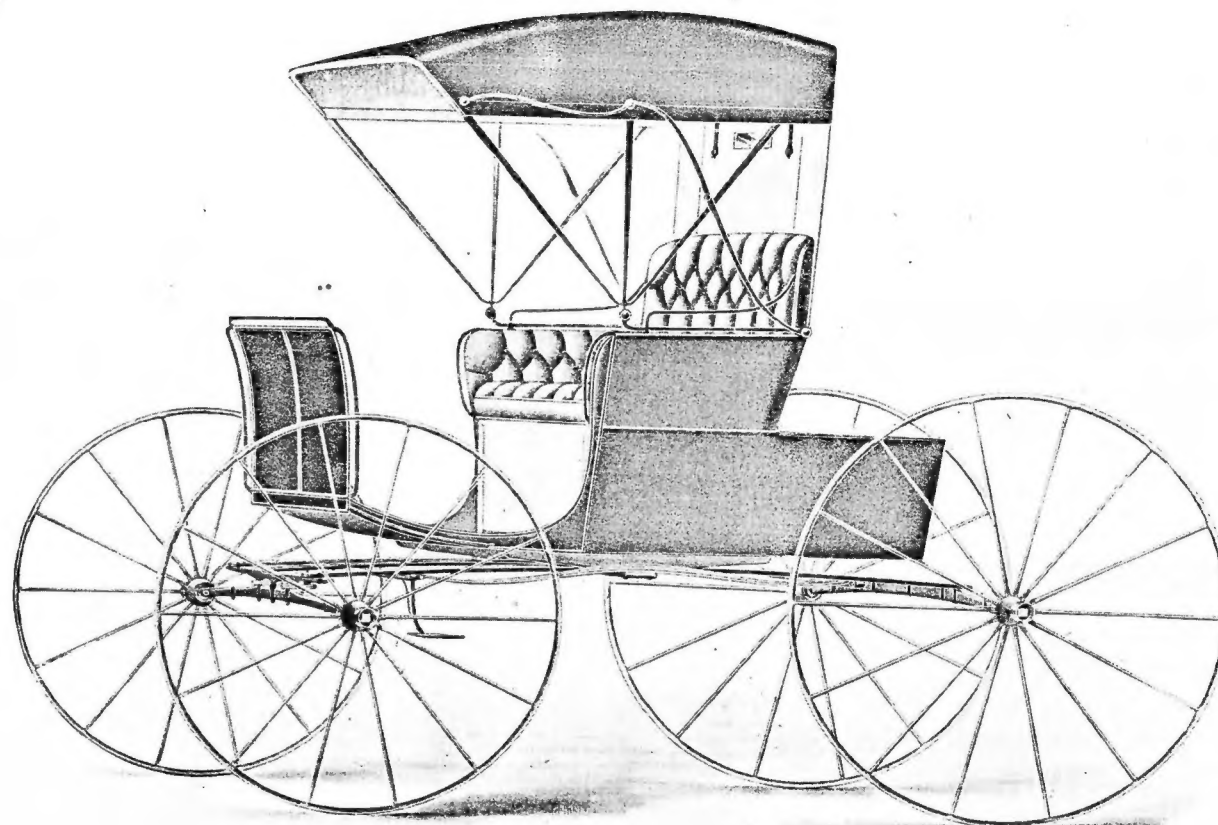
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Webb

as pleasing

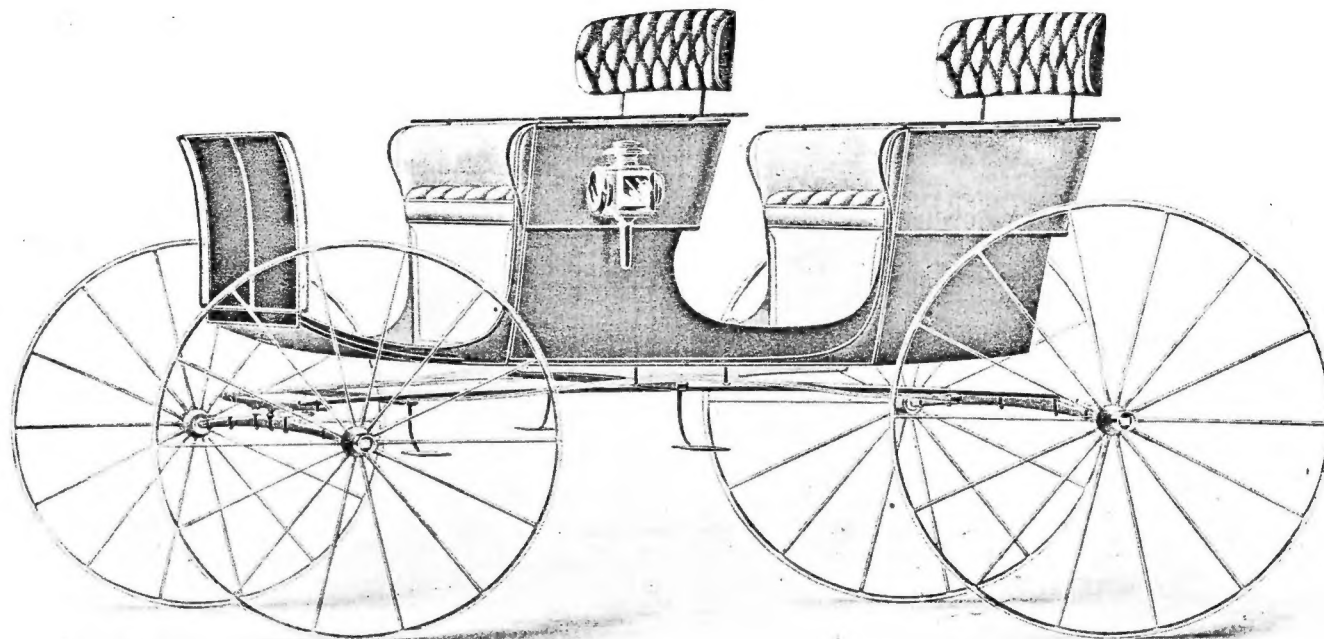
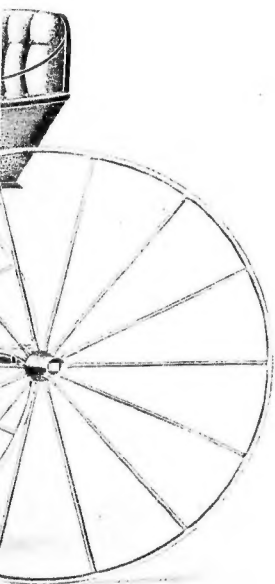
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No. 1900 Light Stanhope

A VERY poor cut of this wagon. The box pattern shows too long in the rear. We build it shorter, on the Goddard model, crowned with a deep paneled round-cornered seat, united with the Stanhope pillar, mounted on a close coupled gear. It is one of the swellest, handsomest individuals we build. Never fails to please.

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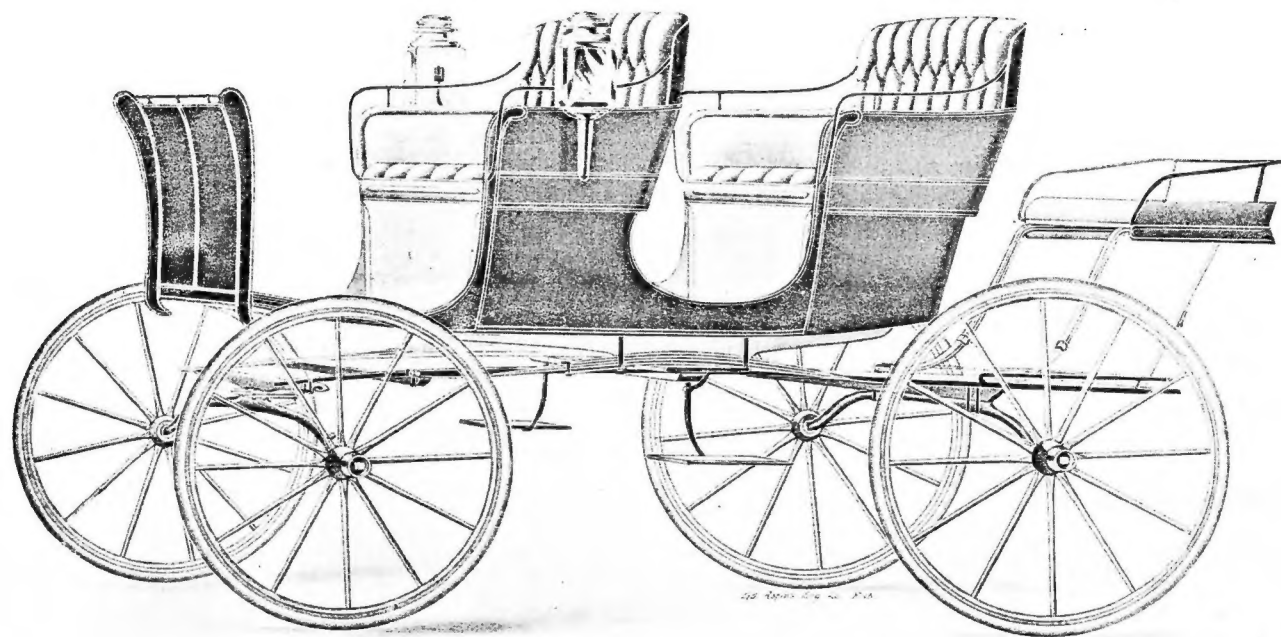


No. 1901 Double Stanhope

A STANHOPE model lighter than the others. Hung low, treated with Phaeton features. Very showy with small pair or one horse. Roomy, easy of access. Suitable for city, suburban or country pleasure driving.

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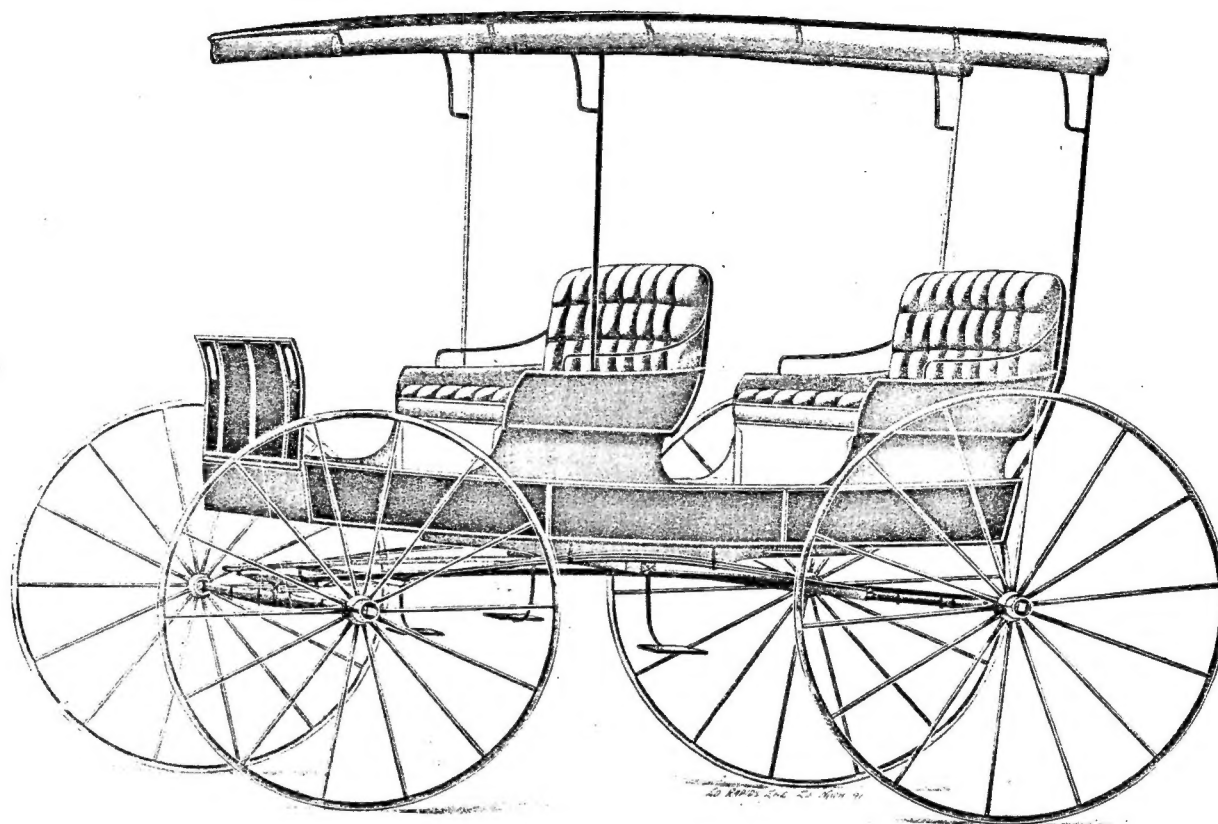
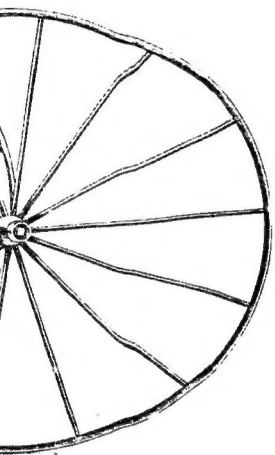
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No. 1902 Pneumatic Stanhope

SMART and trappy. Compact and Sturdy. Detachable rumble. Proper for lady or gentleman's driving.

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No. 1908 Two-Seated Runabout

Designed and Manufactured by
JOUBERT & WHITE
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ANTICIPATES many requirements, logically adapted to many uses and purposes. Style is unlooked for in this class, but we have injected a little here; nothing half-hearted or misconceived, but just enough beauty lines to give it tone and individuality. Both seats removable, also the top. Body has end gate and all the conveniences, appointments of a surry, station wagon, shopping wagon, servants' wagon and outing wagon combined. Comes with shafts.

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JOUBERT & WHITE
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